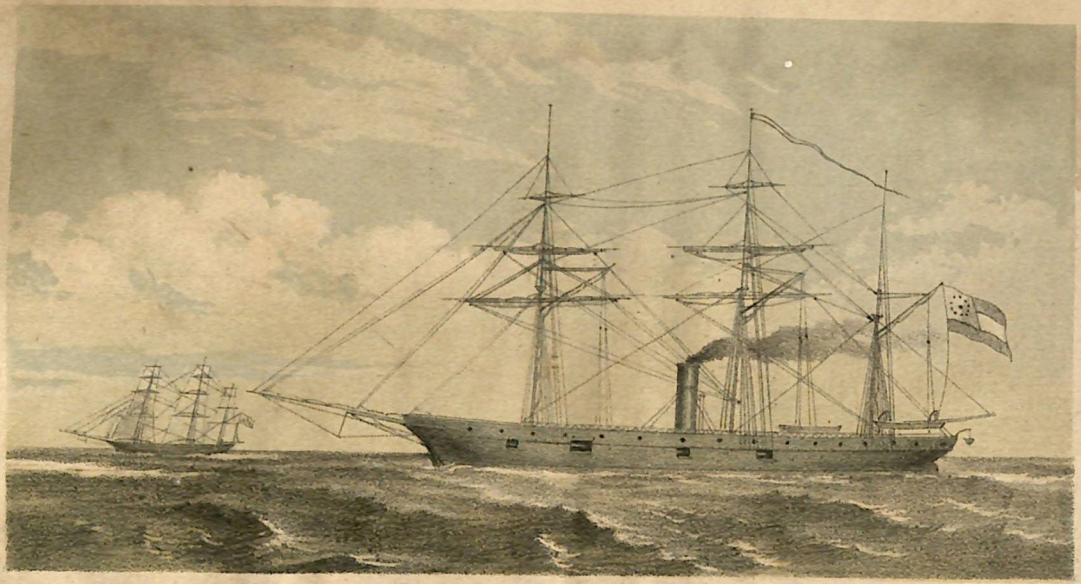

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RUNNING THE BLOCKADE.

THE CRUISE

OF

THE ALABAMA

AND THE

SUMTER,

FROM THE PRIVATE JOURNALS AND OTHER PAPERS OF

COMMANDER R. SEMMES, C.S.N.

AND OTHER OFFICERS.

IN TWO VOLUMES.

VOL. I.

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ac.



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DEO ADJUVANTE.



ADVERTISEMENT.

THE following account of the cruise of the two Confederate States steamers—Sumter and Alabama—is taken from the private journals and other papers of Captain Semmes. It has been found necessary occasionally to adopt a narrative form, but the endeavour has been throughout to adhere as closely as possible to that officer's own words.

Information has also been most kindly afforded by other officers of the two vessels, and especially by Lieutenant R. F. Armstrong, and Master's Mate G. Townley Fullam, from whose private journals and other papers much valuable assistance has been obtained.

The lithographs of the Sumter and Alabama—the latter vessel being represented in chase of a prize, and the former running the blockade of New Orleans in face of the powerful United States steamer Brooklyn—are taken from two curious and extremely accurate etchings, executed on walrus teeth, with a penknife and coal-dust, by Fireman Mason, of the Alabama.

A good deal of controversy has arisen respecting the legality of the course pursued by the Alabama, in the case of certain vessels claiming to carry a neutral cargo. In all these cases, however, great care was taken by Captain Semmes to enter in his journal full particulars of the claims, and of the grounds on which it was refused admission. These cases will be found quoted in full in the following volumes.

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CRUISE OF THE ALABAMA

AND

THE SUMTER.

CHAPTER I.

The question at issue—An unexpected point of attack—Captain Semmes—The President's instructions—Creating a navy—From the old to the new—An important mission—Appointed to the Sumter—True character of the Confederate "pirate."

THE President of the American States in Confederation was gathering an army for the defence of Southern liberty. Where valour is a national inheritance, and an enthusiastic unanimity prevails, this will not prove a difficult task. It is otherwise with the formation of a navy. Soldiers of Southern blood had thrown up their commissions in a

body; but sailors love their ships as well as their country, and appear to owe some allegiance to them likewise. Nevertheless, if Mr. Davis had not a great choice of officers, he had eminent men to serve him, as the young history of the South has abundantly shown. To obtain experienced and trusty seamen was easier to him in such a crisis than to give them a command. The Atlantic and the ports of America were ruled at that time absolutely by President Lincoln. The South had not a voice upon the sea. The merchants of New York and Boston looked upon the war, as something which concerned them very little. Not a dream of any damage possibly to be inflicted on them, disturbed the serenity of their votes for the invasion of the South. Their fleets entered harbour proudly; their marine swam the ocean unmolested. Though there was war imminent, the insurance offices were content to maintain their terms upon a

peace standard. What, indeed, was to be feared? The South had not a single vessel. Here and there a packet-steamer might be caught up and armed, but what would they avail against such fleet and powerful ships as the Brooklyn, the Powhattan, and dozens of others? There was, then, a condition of perfect security, according to the ideas of all American commercial men. The arrangement, as they understood it, was that they were to strike the blow, and that no one was to give them the value in return.

It happened that Mr. Davis was of another mind. He perceived where a blow could be struck, on his part, with terrible emphasis, and how. The obstacles in his way were colossal; but we have learnt that obstacles do not appal his indomitable genius. On the 14th February, 1861, Captain Semmes, being then at his residence in the city of Washington, a Commander in the

Federal navy, received the following telegram from Montgomery:—

SIR,—On behalf of the Committee on Naval Affairs, I beg leave to request that you will repair to this place at your earliest convenience.

Your obedient servant,

C. M. CONRAD, *Chairman.*

The selection of Captain Semmes for the first hazardous service, whatsoever it might be, was due to his reputation and patriotism, as well as to the sagacity of the Confederate chief. He had already, in a letter to the Hon. Alexander H. Stephens, expressed his willingness to fight for the South: "his judgment, his inclinations, and his affections," all hurrying him, as he says, to link his fate with the first movement of the South. "My fate," he pursues, "is cast with the South; but I should be unwilling, unless invited, to appear to thrust myself

upon the new Government *until my own State* has moved." This was at that time the feeling of many border statesmen. In another letter to Mr. Curry he had exposed sound practical views of the situation of the Confederates, as regards their marine, for defence and means of inflicting damage on their opponents.

Captain Semmes at once replied that he would attend upon the committee immediately. His next act was respectfully to resign his commission as Commander in the Navy of the United States; which resignation was accepted in the same terms. He ceased similarly to be a member of the Lighthouse Board. These matters concluded, he telegraphed to the Hon. J. L. M. Curry, in Montgomery, where the Confederate States' Congress was sitting, that he was now a free man to serve his struggling country. Forthwith he was deputed by President Davis to return to

the Northern States, and make large purchases and contracts "for machinery and munitions, or for the manufacture of arms and munitions of war;" as also to obtain "cannon and musket-powder, the former of the coarsest grain," and to engage with a certain proprietor of powder-mills for the "establishment of a powder-mill at some point in the limits of our territory." This letter gives a good idea of the business-like qualities brought by Mr. Davis to his high office. "At the arsenal at Washington," he writes, "you will find an artificer named Wright, who has brought the cap-making machine to its present state of efficiency, and who might furnish a cap-machine, and accompany it, to explain its operations." Throughout the letter, which is full of minute instructions and weighty commissions, Mr. Davis shows the fullest confidence in the loyalty and fitness of the man in whom he placed trust.

Captain Semmes was engaged in the performance of these immediate duties, when a confidential communication from Mr. S. R. Mallory, of the Navy department, gave him warning of two or more steamers, of a class desired for present service, which might be purchased at or near New York—"steamers of speed, light draught, and strength sufficient for at least one heavy gun."

"The steamers are designed to navigate the waters and enter the bays and inlets of the coast from Charleston to the St. Mary's, and from Key West to the Rio Grande, for coast defences;" and Captain Semmes' judgment will need no further guide when he is told that "their speed should be sufficient to give them at all times the ability to engage or to evade an engagement, and that an 8 or 10-inch gun with, perhaps, two 32, or, if not, two of smaller calibre, should constitute their battery."

The Captain's appointment as Commander in the Navy of the Confederate States, and taking of the oaths, followed in April. On the 18th of that month, Mr. Mallory detached him from the post he held, by appointment from the President, of Chief of the Lighthouse Bureau, with orders that he should proceed to New Orleans and take command of the steamer Sumter. Captain Semmes saw clearly that war was coming. He perceived, at the same time, the means by which he could serve his country best. He set forth for New Orleans without delay.

Our readers will see, by-and-by, from the quotations we shall make from the Captain's Log, that he is as little the hungry fire-eater which many of his admirers suppose him to be, as he is the Black Pirate of the New York press. Captain Semmes is a native of Charles county, in Maryland, a State that has furnished numerous patriotic citizens to

the South. Before accepting his new service he had taken honourable farewell of his old. The Federals had no charge to bring against him before the day when he stepped on the deck of the then unknown and insignificant Sumter steam-vessel. What they may have said later is of no particular consequence; nor can it be thought to be greatly to the discredit of Captain Semmes that they have cried out loudly, and as men in pain.

CHAPTER II.

The Sumter formerly the Havannah packet-ship — Captain Semmes joins and assumes command—Altering the vessel—Vexatious delays — The war begins—The river blockaded—Crew of the Sumter—Dropping down the river—An attempt—No pilots—Vigorous action — Sumter still at her anchors—Lamps removed from lighthouses—More enemy's ships — Orders on board the Sumter — False hopes—The 30th of June—A courageous pilot — The escape of the Sumter — The chase—The enemy baffled.

THE little vessel which now constituted the whole strength of the Confederate navy, was a merchant screw-steamer of 501 tons burthen. She had been hitherto known as the Havannah, and had plied as a packet-ship between the port of that name and

New Orleans. She was now to be extemporized into a man-of-war, and in her new guise was to achieve a world-wide celebrity, and to play no unimportant part in the great struggle between North and South.

Arrived in New Orleans, Captain Semmes at once proceeded, in company with Lieutenant Chapman, to inspect his new command—of which he speaks with evident satisfaction as a "staunch and well-built" vessel. In her then condition, however, she was by no means fitted for her new duties; and he accordingly devoted all his energies towards effecting the alterations necessary for that purpose. The first step was to disencumber her decks of the long range of upper cabins, thus materially increasing her buoyancy as a sea-boat, and diminishing the area exposed to the enemy's shot and shell. Then a berth-deck was laid for the accommodation of officers and crew, and the main deck renewed and strength-

ened to carry the heavy 8-inch shell-gun, mounted on a pivot between the fore and mainmasts, and the four 24-pounder howitzers of 13 cwt. each, to be mounted as a broadside battery. Additional coal bunkers were also constructed, and a magazine and shell-room built in a suitable position, and these and a few other less important changes effected, the transformation was complete, and the little Sumter ready to proceed upon her work of devastation.

It must not, however, be imagined that all this was done without many and vexatious delays. The emergency had found the new Confederation altogether unprepared, and trouble and confusion were the inevitable result. Hitherto, everything had been done by the North. Up to the very last moment it had been believed that the separation of the two sections would be peaceably effected; and now the necessary works had to be hastily carried out by civilian workmen,

under the direction of a department, itself as yet but provisionally and most imperfectly organized.

Sorely tried by the delays consequent upon this condition of affairs, Captain Semmes commences his Diary as follows:—

New Orleans, May 24th.—A month has elapsed since I began the preparation of the Sumter for sea, and yet we are not ready. Leeds and Co. have not given us our tanks, and we only received the carriage of the 8-inch gun to-day. The officers are all present, and the crew has been shipped, and all are impatient to be off. The river is not yet blockaded, but expected to be to-morrow. It must be a close blockade, and by heavy vessels, that will keep us in. Troops are being collected in large numbers in the enemy's States, marchings and countermarchings are going on; and the fleet seems to be kept very busy, scouring hither and

thither, but nothing accomplished. Whilst penning the last paragraph, news reaches us that the Lincoln Government has crossed the Potomac, and invaded Virginia! Thus commences a bloody and a bitter war. So be it; we but accept the gauntlet which has been flung in our faces. The future will tell a tale worthy of the South, and of her noble cause."

But the delays were not yet over. On the 27th May, the United States steamer Brooklyn made her appearance, and commenced the blockade of the river. The following day brought the powerful frigates Niagara and Minnesota to her assistance; and when on the 1st of June Captain Semmes began at length to look hopefully seawards, the Powhattan was discovered carefully watching the only remaining exit from the river.

One by one, however, the difficulties

were fairly overcome, and the infant navy of the Confederate States was ready to take the sea. The Sumter's crew consisted of Captain Semmes, commanding, four lieutenants, a paymaster, a surgeon, a lieutenant of marines, four midshipmen, four engineers, boatswain, gunner, sailmaker, carpenter, captain's and purser's clerks, twelve marines, and seventy-two seamen. Thus manned and equipped, she dropped down the river on the 18th June, and anchored off the Barracks, for the purpose of receiving on board her ammunition, and other similar stores. From thence she again proceeded on the same evening still lower down the river to Forts Philip and Jackson, where she brought up on the following day, to await a favourable opportunity for running the blockade.

For three days she remained at her new anchorage, this period of enforced inactivity being diligently employed in drilling

and exercising the crew, and bringing the vessel generally into somewhat better order than her hurried equipment had as yet permitted her to assume. On the 21st June, however, intelligence was received that the Powhattan had left her station in chase of two vessels, and that a boat from the Brooklyn had passed into the river, and was making for the telegraph station. Captain Semmes at once decided to avail himself of this opportunity to escape to sea, and getting up steam, proceeded to Pass à L'Outre, and despatched one of his boats to the lighthouse for a pilot.

Here, however, an unexpected difficulty occurred. The lighthouse-keeper replied that he knew nothing of the pilots, and the Sumter was accordingly compelled again to bring up, whilst the Confederate privateer Ivy ran down, at Captain Semmes' request, to the South-west Pass, to endeavour

to procure a pilot for her there. This expedition, however, met with no better success, and the Ivy returned with the information that the pilots refused to take charge of the vessel. A further despatch was addressed to Captain Semmes, from the Captain of the House of Pilots, to the effect that "no pilots were now on duty."

It now became necessary to act with vigour, and the Ivy was accordingly again despatched to the South-west Pass. This time, however, she carried with her the first lieutenant of the Sumter, with the following peremptory message to the Master of the Pilot Association to repair immediately on board, and instructions, if any hesitation were evinced in complying with this command, to arrest the entire body and bring them off:—

C.S. steamer Sumter, Head of the Passes,
June 22nd, 1861.

SIR,—This is to command you to repair on board this ship with three or four of the most experienced pilots of the Bar. I am surprised to learn that an unwillingness has been expressed by some of the pilots of your Association to come on board the Sumter, and my purpose is to test the fact of such disloyalty to the Confederate States. If any man disobey this summons, I will not only have his Branch taken away from him, but I will send an armed force and arrest and bring him on board.

I have the honour to be,

Very respectfully,

Your obedient Servant,

(Signed) R. SEMMES.

This extreme measure, however, was not found necessary. The mere threat was suf-

ficient, and on the following day the master, with several of his pilots, made their appearance on board the Sumter. After a brief consultation with Captain Semmes, they one and all, with the exception of the master, expressed their willingness to take the vessel to sea, and thereupon the captain, selecting one of the number for this service, permitted the remainder to depart.

Meanwhile, however, the golden opportunity had been lost; the Powhattan had returned to her station, and the harbour was again hermetically sealed. The Sumter, therefore, was again compelled to return to her anchors, and eight more days passed wearily away without affording another opportunity of evasion. The interval of expectation, however, was again occupied in drilling and exercising the crew, which was now beginning to get into good working order; measures being also taken for extinguishing and removing the lamps

from the lighthouses at Pass à L'Outre and the South Pass, Captain Semmes addressing to the Navy Department at Richmond the following letter upon the subject:—

C.S. steamer Sumter, Head of the Passes,
Miss. River, June 30th, 1861.

Sir,—I have the honour to inform the department that I am still at my anchors at the "Head of the Passes," the enemy closely investing both of the practicable outlets. At Pass à L'Outre there are three ships—the Brooklyn and another propeller, and a large side-wheel steamer; and at the South-west Pass there is the Powhattan, lying within half-a-mile of the Bar, and not stirring an inch from her anchors night or day. I am only surprised that the Brooklyn does not come up to this anchorage, which she might easily do (as there is water enough, and no military precautions whatever have been taken to hold

it), and thus effectually seal all the passes of the river by her presence alone, which would enable the enemy to withdraw the remainder of his blockading force for use elsewhere. With the assistance of the Jackson and McRae (neither of which has yet dropped down), I could probably hold my position here until an opportunity offered of my getting to sea. I shall watch diligently for such an opportunity, and have no doubt that, sooner or later, it will present itself. I found, upon dropping down to this point, that the lights at Pass à L'Outre and South Pass had been strangely overlooked, and that they were still burning. I caused them both to be extinguished, so that if bad weather should set in, the blockading vessel will have nothing "to hold on to," and will be obliged to make an offing. At present the worst feature of the blockade is that the Brooklyn has the speed of me, so that, even

though I should run the Bar, I could not hope to escape her unless I surprised her, which, with her close watch of the Bar, at anchor near to, both night and day, it will be exceedingly difficult to do. I should be quite willing to try speed with the Powhattan if I could hope to run the gauntlet of her guns without being crippled; but unfortunately, with all the buoys and other marks removed, there is a perfectly blind bar except by daylight. In the meantime I am drilling my gun-crew to a proper use of the great guns and small arms. With the exception of diarrhœa which is prevailing to some extent, brought on by too free a use of the river water in the excessive heats which prevail, the crew continue healthy.

* * * *

I have the honour to be, &c. &c.

(Signed) R. Semmes.

Hon. G. R. Mallory, Secretary of the Navy,
Richmond, Virginia.

The following orders were also issued:—

"*Orders to be observed on board the C.S. steamer Sumter.*

"1. The deck will never be left without a lieutenant, except that in port a midshipman may be assigned to keep the first lieutenant's watch.

"2. The quarter-deck will at all times be regarded as a place of parade, and no sitting or lounging will be permitted thereon. For the purposes of this order all the spar deck abaft the mainmast will be regarded as the quarter-deck.

"3. Officers will wear their uniforms at all times when on board ship, and when on shore on duty.

"4. No officer will remain out of the ship after ten P.M. without the special permission of the commander.

"5. Each division of guns will be exercised at least three times a week; and there

will be an exercise at general quarters twice a week, viz., on Tuesdays and Fridays.

"6. The crew will be mustered at quarters for inspection every morning at nine o'clock (except Sundays), and every evening at sunset.

"7. On Sundays there will be a general muster for inspection at eleven A.M., when the officers will appear in undress with epaulettes.

"8. The chief engineer is to keep the commander informed at all times (through the first lieutenant) of the condition of his engines, boilers, &c.; and he is to see that his assistants, &c., are punctual and zealous in the performance of their duties, and report such as fail therein to the first lieutenant.

"9. There will be an engineer at all times on watch in the engine-room when the ship is under steam, and the engineer on watch will report every two hours to the

officer of the deck how the engines are working, &c.

"10. The marine officer will drill his guard once every day when the weather is suitable, and the duty of the ship does not interfere therewith.

"11. The firemen will be exercised once a week, when the pumps, hoses, &c., are to be adjusted, and used as in case of actual fire."

On the morning of the 29th of June hopes were again excited by a report from the pilot that the Brooklyn had left her station; and steam being got up with all speed on board the Sumter, she again dropped down to Pass à l'Outre, but only to find that the report had been fallacious. The Brooklyn was still at anchor, though a slight change of berth had placed her behind the shelter of a mass of trees. Once more, therefore, the Sumter was brought to an anchor; but on the day fol-

lowing, her patient waiting was rewarded by the long-looked-for opportunity. On the morning of the 30th of June the Brooklyn was again reported under way, and in chase of a vessel to leeward; and no sooner was the fact of her departure fairly verified than steam was got up for the last time, and the little Sumter dashed boldly across the bar, and stood out to sea.

Almost at the last moment, however, it seemed as though the attempt to escape were again to be baffled by difficulties on the part of the pilot. The man on board of the Sumter lost courage as the moment of trial came, and professed his inability to take the vessel through the pass thus left free by the departure of the Brooklyn, alleging as his excuse that he had not passed through it for more than three months. Happily the man's cowardice or treachery produced no ill effects; for, as the Sumter dropped down the river on her way towards

the open sea, another pilot came gallantly off to her in his little boat, and volunteered to carry her through the Pass.

The Sumter had not reached within six miles of the bar when her movements were perceived from the Brooklyn, which at once relinquished the far less valuable prize on which she had been hitherto intent; and, changing her course, headed at top speed towards the bar, in hopes of cutting the Sumter off before she could reach it. The narrow opening through the bar, distant about six miles from either of the opposing vessels, now became the goal of a sharp and exciting race. The Sumter had the advantage of the stream; but the Brooklyn was her superior in speed, and moreover, carried guns of heavier calibre and longer range. At length the Pass is reached; and dashing gallantly across it, the little Sumter starboards her helm and rounds the mud-banks to the eastward! As

she does so the Brooklyn rounds to for a moment and gives her a shot from her pivot gun. But the bolt falls short; and now the race begins in earnest!

The chase had not continued long, when a heavy squall of wind and rain came up, and hid the pursuing vessel from sight; but it soon passed away, and the Brooklyn was again descried astern, under all sail and steam, and evidently gaining upon her little quarry. On this the Sumter was hauled two points higher up, thus bringing the wind so far forward that the Brooklyn was no longer able to carry sail. And now the chase in her turn began to gain upon her huge pursuer. But she was now in salt water, and her boilers were beginning to "prime" furiously. It was necessary to slacken speed for a time, and as she did so the Brooklyn again recovered her advantage. Then gradually the foaming in the Sumter's boilers ceased, and she was

again put to her speed. The utmost pressure was put on; the propeller began to move at the rate of sixty-five revolutions a minute, and the Brooklyn once more dropped slowly but steadily astern. At length she gave up the chase, and at four o'clock in the afternoon, just four hours after crossing the bar, the crew of the Sumter gave three hearty cheers as her baffled pursuer put up her helm, and, relinquishing the chase, turned sullenly back to her station at the mouth of the river.

CHAPTER III.

Beginning the cruise—The first prize the Golden Rocket—The capture burnt—The Cuba and Machias—Cienfuegos—The Ben Dunning and Albert Adams—Three at once: the West Wind, the Naiad, and the Louisa Kilham—A fleet of prizes—Saluting the Confederate States' flag—At Cuba—Strict neutrality—A prize agent—The Governor-General of Cuba—Recapture by the United States—An accident to the commander—A gale—At Curaçao—The Dutch Governor—An ex-president in difficulties—The Abby Bradford—Venezuela—An inhospitable port—The Joseph Maxwell—Military *v.* naval—Sagacious skipper—Gulf of Bahia.

THE Sumter had now fairly commenced her gallant career. The 1st July dawned bright and fair, with a light breeze from the south-west, and the little vessel sped through the water at an average speed of about eight knots an hour. All that day not a sail ap-

peared in sight. Night settled down in all the calm splendour of the tropic seas, and nothing disturbed its serenity save the monotonous beating of the Sumter's propeller as she steered a south-easterly course down the Gulf of Mexico. The following day brought her safely to Cape Antonio, which she rounded under sail and steam, and striking the trade-winds, hoisted up her propeller and stood away towards the west.

The afternoon of the 3rd July brought the Sumter her first prize. At about 3 P.M. a sail was descried in shore, beating to windward, and steering a course that would bring her almost into contact with the Confederate vessel. To avoid suspicion, no notice was taken of the stranger until the two vessels had approached within the distance of a little more than a mile from each other, when a display of English colours from the Confederate, was answered by the stranger with the stars and stripes of

the United States. Down came the St. George's ensign from the Sumter's peak, to be replaced almost before it had touched the deck by the stars and bars, which at that time constituted the flag of the Confederate States. A shot was fired across the bows of the astonished Yankee, who at once hove-to, and a boat was sent on board to take possession of the Sumter's first capture.

The prize proved to be the ship Golden Rocket, from the Yankee State of Maine—a fine ship of 690 tons burthen, only three years old, and worth from 30,000 to 40,000 dollars. She was bound to Cienfuegos in Cuba, but had no cargo on board, and Captain Semmes, being unwilling at that early stage of his cruise to spare a prize crew, determined to destroy the vessel, and after taking the captain and crew on board the Sumter, set the prize on fire, and left her to her fate.*

* It was about ten o'clock at night when the first glare of light burst from her cabin-hatch. Few, few

The following day saw two more prizes fall into the Sumter's hands. These were the brigantines Cuba and Machias, both

on board can forget the spectacle. A ship set fire to at sea! It would seem that man was almost warring with his Maker. Her helpless condition, the red flames licking the rigging as they climbed aloft, the sparks and pieces of burning rope taken off by the wind and flying miles to leeward, the ghastly glare thrown upon the dark sea as far as the eye could reach, and then the death-like stillness of the scene,—all these combined to place the Golden Rocket on the tablet of our memories for ever. But, notwithstanding the reluctance with which we did it, we would not have missed the opportunity for anything on earth. We wanted no war—we wanted peace; we had dear friends among those who were making war upon us, and for their sakes, if not for the sake of humanity, we hoped to be allowed to separate in peace; but it could not be; they forced the war upon us—they endeavoured to destroy us. For this, and for this alone, we burn their ships and destroy their commerce. We have no feeling of enmity against them, and all we ask is to be let alone—to be allowed to tread the path we have chosen for ourselves."—"*Cruise of the Sumter*," from the "*Index*," May 1st, 1862.

of Maine. The captures were taken in tow, and carried off in the direction of Cienfuegos. The next day, however, the Cuba broke adrift from her hawser, and on being recovered, a prize crew was sent on board the vessel, with directions to carry her into Cienfuegos, for which port Captain Semmes was now shaping his course.

Arrived off that harbour on the evening of the same day, it was found too late to attempt to enter, and two more vessels being descried in the offing, the Machias was cast off, with orders to lay-to until the morning, and the Sumter started off in chase. On coming up with the two vessels, at about half-past nine o'clock, they proved to be the United States brigantines, Ben Dunning and Albert Adams. They were at once taken possession of, and ordered to make the best of their way in charge of a prize crew to Cienfuegos.

The night was passed in standing off and

on outside the harbour, and with the earliest dawn preparations were made for running in. The weather was bright and clear, and the brief twilight of the tropics flushed rapidly into the full glare of day, and showed to the watchful eyes on board the Sumter the welcome spectacle of three more vessels being towed out to sea by a steamer, the stars and stripes floating gaily from their peaks. Warily and patiently the little Sumter lay in wait, under the shelter of the land until the steamer had cast off her convoy, and the three unsuspecting vessels were fairly beyond the maritime league from the neutral shore, within which the law of nations forbids that captures should be made. Then suddenly her decks swarmed with men, the black smoke poured from her funnel, the sails filled, and out she came in pursuit. The chase was brief, and ere long the barque West Wind, the brigantine Naiad, and the barque Louisa Kilham were in charge of

prize crews, and wending their way sadly back to the port they had so recently left in full expectation of a prosperous voyage.

So, with her little fleet of prizes, six in all, before her, the Sumter steered proudly into the harbour of Cienfuegos. As she passed the fort which guards the entrance, a hail was heard from the shore, accompanied by the almost simultaneous report of a couple of musket-shots fired over the vessel, for the purpose, apparently, of enforcing the order to bring up and come to an anchor. The command having been obeyed, a boat was at once despatched in charge of Lieutenant Evans to call on the Commandant, and ask an explanation of this inhospitable reception. The message was brought back, that the flag of the new Confederacy had not been understood by him, and that the vessel had consequently been brought up in compliance with the standing order; that no vessel, whether of war or otherwise, should

be permitted to pass until her nationality had been ascertained. Explanations, of course, followed, and in the evening came the Commandant, with the Governor's permission either to land or go to sea, but accompanied by an intimation that the six prizes would be detained, until instructions could be received from head-quarters concerning them.

Lieutenant Chapman was now sent on shore with the following despatch for the Governor, and also to make arrangements for coaling, and for the safety and ultimate disposition of the prizes:—

C.S. steamer Sumter, Cienfuegos,
Island of Cuba, July 6th, 1861.

Sir,—I have the honour to inform your Excellency of my arrival at the Port of Cienfuegos with seven prizes of war. These vessels are the brigantines Cuba, Machias, Ben Dunning, Albert Adams

and Naiad; and barques West Wind, and Louisa Kilham, property of citizens of the United States, which States, as your Excellency is aware, are waging an unjust and aggressive war upon the Confederate States, which I have the honour, with this ship under my command, to represent. I have sought a port of Cuba with these prizes, with the expectation that Spain will extend to cruisers of the Confederate States, the same friendly reception that in similar circumstances, she would extend to the cruisers of the enemy; in other words, that she will permit me to leave the captured vessels within her jurisdiction, until they can be adjudicated by a Court of Admiralty of the Confederate States. As a people maintaining a Government *de facto*, and not only holding the enemy in check, but gaining advantages over him, we are entitled to all the rights of belligerents, and I confidently rely upon the

friendly disposition of Spain, who is our near neighbour in the most important of her colonial possessions, to receive us with equal and even-handed justice, if not with the sympathy which our unity of interest and policy, with regard to an important social and industrial institution, are so well calculated to inspire. A rule which would exclude our prizes from her ports during the war, although it should be applied in terms equally to the enemy, would not, I respectfully suggest, be an equitable or just rule. The basis of such a rule, as, indeed, of all the conduct of a neutral during war, is equal and impartial justice to all the belligerents; and this should be a substantial and practical justice, and not exist in delusive or deceptive terms merely. Now, a little reflection will, I think, show your Excellency that the rule in question cannot be applied in the present war without operating with great injustice to the Confederate States.

It is well known to your Excellency, that the United States being a manufacturing and commercial people, whilst the Confederate States have been thus far almost wholly an agricultural and planting people, the former had within their limits and control almost the whole naval force of the old Government, and that they have seized and appropriated this force to themselves, regardless of the just claims of the Confederate States to a portion, and a large portion of it, as taxpayers out of whose contributions it was created. The United States are thus enabled to blockade all the important ports of the Confederate States. In this condition of things, observe the practical working of the rule which I am discussing.

It must be admitted that we have equal belligerent rights with the enemy.

One of the most important of these rights in a war against a commercial people, is that

which I have just exercised, of capturing his property upon the high seas. But how are the Confederate States to enjoy to its full extent the benefit of this right, if their cruisers are not permitted to enter neutral ports with their prizes, and retain them there in safe custody until they can be condemned and disposed of?

They cannot send them to their own ports for the reasons already stated. Except for the purpose of destruction, therefore, their right of capture would be entirely defeated by the adoption of the rule in question, whilst the enemy would suffer no inconvenience from it, as all his ports are open to him. I take it for granted that Spain will not think of acting upon so unjust and unequal a rule.

But another question arises, indeed has already arisen, in the cases of some of the very captures which I have brought into port. The cargoes of several of the vessels

are claimed, as appears by certificates found among the papers, as Spanish property.

This fact cannot of course be verified, except by a judicial proceeding in the Prize Courts of the Confederate States.

But whilst this fact is being determined, what is to be done with the property? I have the right to destroy the vessels, but not the cargoes, in case the latter should prove to be, as claimed, Spanish property—but how am I to destroy the former, and not the latter? I cannot before sentence unlade the cargoes, and deliver them to the claimants, for I do not know that the claims will be sustained; and I cannot destroy them, for I do not know that the claims will not be sustained.

Indeed, one of the motives which influenced me in seeking a Spanish port, was the fact that these cargoes were claimed by Spanish subjects, whom I was desirous of putting to as little inconvenience as pos-

sible in the unlading and reception of their property, after sentence, should it be restored to them.

It will be for your Excellency to consider and act upon these grave questions, touching alike the interests of both our Governments.

I have the honour to be, &c. &c.

(Signed) R. SEMMES.

His Excellency Don Jose de la Pozuela,
Governor of the City of Cienfuegos,
Island of Cuba.

At eight o'clock on the morning of the 7th July, Lieutenant Chapman returned, bringing with him Don Isnaga and Don Mariano Dias, two Cuban gentlemen, warm sympathizers with the Confederate cause. The latter of these gentlemen was at once appointed prize agent, and after partaking of the hospitality of the ship, they returned to shore, and the remainder of the day was

spent on board the Sumter in replenishing the various stores that had begun to run low after her cruise. In the course of the day, about 100 tons of coal, and 5000 gallons of water were shipped, besides a quantity of fresh provisions for the crew; and at about 10 P.M. an answer arrived from the Governor to the despatch sent on shore the previous evening by Lieutenant Chapman.

It stated that the Captain-General of Cuba had given instructions as follows :—

1. No cruiser of either party can bring their prizes into Spanish ports.

2. If in any captures the territory of Cuba has been violated, the Spanish courts will themselves judge of the matter.

3. Any prizes will be detained until instructions can be had from the Queen.

These points being ascertained, the prizes already at anchor were left to the care of the

prize agent, Don Dias, and at about midnight the Sumter hove up her anchor and again proceeded to sea. Nothing had as yet been seen of the prize brig Cuba, which had been left in charge of a prize crew a day or two before, nor, indeed, did she ever arrive at the rendezvous, being re-captured by the enemy, and carried off to the United States.

Shortly after leaving Cienfuegos, a sail was descried in the offing, which, however, on being overhauled, proved to be only a Spanish brig, and the Sumter accordingly kept on her course, between 9 and 10 P.M. passing the Cayman Islets, which, Captain Semmes remarks in his journal, are laid down some fifteen or sixteen miles to the westward of their real position. Daylight of the 9th July found the little Sumter struggling against a strong trade wind and heavy sea, off the western end of Jamaica, the blue mountains of which pic-

turesque island remained in sight during the entire day.

At this period an accident occurred which for some time deprived the Sumter of the active supervision of her commander. Always of delicate constitution, and ill-fitted for the rough part he had now to play, he had lately been still further weakened by illness; and on mounting the companion-ladder, for the purpose of desiring that the vessel might not be driven at so high a speed against the heavy head-sea, a sudden giddiness came over him, and after leaning for a few moments with his head upon his arm, altogether lost consciousness, and fell heavily backwards down the companion to the cabin floor, where he lay for some time in a state of insensibility. The result of this fall was some very serious bruises, with a difficulty in breathing which for some days kept him confined to his hammock. At this time, however, the

Sumter was quite out of the ordinary track of commerce, and was labouring slowly through a heavy sea against the steady and tenacious trade-wind at the rate of little more than five knots an hour, making terrible inroads upon the small supply of coal which was so precious to her.

The 13th July found the trade-wind increased to a regular gale, the Sumter making literally no way at all against the heavy head-sea. In this state of affairs it was found necessary to abandon the previous intention of making for Barbados, as there was not sufficient coal on board to last the distance. This project, therefore, was given up, the vessel's head turned from the sea, the fires let down, the ship got under sail, and a new course shaped for Curaçao. Here it was hoped that a fresh supply of coal might be obtained, and the little Sumter staggered along under a press of canvas towards her new destination, the

violent motion causing great distress to the captain, who was still confined to his cabin, and almost entirely to his hammock.

On the 15th July, the weather moderated for a time, and a warm sunny afternoon, with comparatively little sea, gave an interval of rest. The next morning saw the wind again blowing freshly, but at 9 A.M. land was seen on the starboard bow, and at four in the afternoon the Sumter passed the north end of the island of Curaçao, running down the coast to within about a mile of St. Anne's, where she arrived at a little after seven o'clock. A gun was fired as a signal for a pilot, and soon after one came off, promising to return again in the morning, and carry the vessel into harbour.

Morning came, and, true to his word, the pilot once more made his appearance upon deck. But the remainder of his promise he was unable to fulfil. "The Governor re-

grets," he said, in reply to Captain Semmes' inquiries, "that he cannot permit you to enter, he having received express orders to that effect." A little diplomacy, however, soon removed the difficulty, which had arisen from the urgent representations of the United States consul on the previous evening, aided, no doubt, by a defective description of the vessel from the pilot. Lieutenant Chapman was sent on shore with the following letter to the Governor:—

C.S. steamer Sumter, off St. Anne's,
Curaçao, July 17th, 1861.

His Excellency Governor Crol,

Sir,—I was surprised to receive by the pilot this morning a message from your Excellency to the effect, that this ship could not be permitted to enter the harbour unless she was in distress, as your Excellency had received orders from your Government, not to

admit vessels of war of the Confederate States of America to the hospitality of the ports under your Excellency's command. I must respectfully suggest that there must be some mistake here, and I have sent to you the bearer, Lieut. Chapman, C.S. Navy, for the purpose of an explanation. Your Excellency must be under some misapprehension as to the character of this vessel. She is a ship of war, duly commissioned by the Government of the Confederate States, which States have been recognised as belligerents in the present war by all the leading Powers of Europe—viz., Great Britain, France, Spain, &c., as your Excellency must be aware. It is true that these Powers have prohibited both belligerents from bringing prizes into their several jurisdictions, but no one of them has made a distinction, either between the prizes or the cruisers themselves of the belligerents, the cruisers of both Governments being ad-

mitted to the hospitalities of the ports of all these great Powers on terms of perfect equality. Am I to understand from your Excellency that Holland has adopted a different rule, and that she not only excludes the prizes, but the ships of war themselves of the Confederate States, and this at the same time that she admits the cruisers of the United States, thus departing from her neutrality in this war, ignoring the Confederate States as belligerents, and aiding and assisting their enemy? If this be the position which Holland has assumed in this contest, I pray your Excellency to be kind enough to say as much to me in writing.

I have the honour to be, &c. &c.

(Signed) R. SEMMES.

Governor Crol, St. Anne's, Curaçao.

This explanation removed all difficulties, and by 11 A.M. the requisite permission

had been obtained, and the Sumter was safely at anchor in the lagoon.

Here she lay for some days, surrounded by bum-boats filled with picturesque natives of all colours, chattering like parrots, and almost as gaudy in their plumage. Meanwhile the crew were hard at work replenishing the coal-bunkers, filling up wood and water, taking in fresh provisions, and effecting the necessary repairs after the late cruise. While thus employed, a visit was received from a Venezuelan, who in very good English represented himself as a messenger or agent of President Castro, now in exile at Curaçao with four of his cabinet ministers. This emissary's object was to negotiate a passage in the Sumter for Don Castro and some twenty of his officers, with arms, ammunition, &c., to the mainland opposite. This proposition, however, Captain Semmes politely but very promptly declined, on the grounds, firstly, that he was

not going in the direction indicated; and secondly, that if he were, it would be an undue interference on the part of a neutral with the revolutionary parties now contending for the control of Venezuela.

"It was remarked," he writes, "that Castro was the *de jure* President;" to which I replied, "that we did not look into these matters, the opposite party being in *de facto* possession of the government."

At Curaçao the Sumter remained until the 24th July, coaling, refitting, provisioning, and allowing each of her crew in turn a short run on shore, to recruit his spirits and get rid of his superfluous cash. At noon on the 24th she was once more under way, leaving behind her, however, one of her seamen, a worthless fellow of the name of John Orr, who, enticed away, as was suspected, by a Yankee captain and the Yankee keeper of a public-house, took the opportunity to make his escape

from the ship. The loss, however, was not of importance; and after one or two slight attempts to trace him, the Sumter stood out of the harbour and shaped her course towards Venezuela.

Daybreak of the 25th July again presented to the eager eyes on board of the Sumter the welcome apparition of a sail. Chase was immediately given, and at half-past six the Abby Bradford, from New York to Puerto Caballo, was duly seized and taken in tow, her captain proceeding with her upon her original course towards Puerto Caballo. It was late before that place was reached, and the night was spent standing off and on outside the harbour. With the return of day, however, the Sumter ran once more along the shore; and, without waiting for a pilot, steered boldly past the group of small, bold-looking islands, and dropped her anchor in the port.

No sooner was the anchor down than the following letter was despatched to the

Governor, asking permission to leave the prize until adjudication :—

C.S. steamer Sumter, Puerto Caballo,
July 26th, 1861.

Sir,—I have the honour to inform your Excellency of my arrival at this port in this ship, under my command, and with the prize schooner Abby Bradford, captured by me about seventy miles to the northward and eastward. The Abby Bradford is the property of citizens of the United States, with which States, as your Excellency is aware, the Confederate States, which I have the honour to represent, are at war; and the cargo would appear to belong also to citizens of the United States, who have shipped it on consignment to a house in Puerto Caballo. Should any claim be given, however, for the cargo, or any part of it, the question of ownership can only be decided by the Prize Courts of the Confederate States. In the meantime, I have the honour to request

that your Excellency will permit me to leave this prize-vessel with her cargo in the port of Puerto Caballo, until the question of prize can be adjudicated by the proper tribunals of my country. This will be a convenience to all parties, as well to any citizen of Venezuela who may have an interest in the cargo, as to the captors, who have also valuable interests to protect.

In making this request, I do not propose that the Venezuelan Government shall depart from a strict neutrality between the belligerents; as the same rule it applies to us, it can give the other party the benefit of, also. In other words, with the most scrupulous regard for the neutrality, she may admit both belligerents to bring their prizes into her waters; and of this neither belligerent can complain, since whatever favour is extended to its enemy is extended also to itself.

I have an additional and cogent reason for making this request, and that is, that the

rule of exclusion, although it might be applied in terms to both belligerents, would not operate equally and justly upon them both. It is well known to your Excellency that the Northern United States (which are now making an aggressive and unjust war upon the Confederate States, denying to the latter the right of self-government, which is fundamental in all republics, and invading their territories for the purpose of subjugation) are manufacturing and commercial states, whilst the Confederate States have been thus far agricultural and planting states; and that, as a consequence of this difference of pursuits, the former States had in their possession at the commencement of this war almost all the naval force of the old Government, which they have not hesitated to seize and appropriate to their own use, although a large proportion of it belonged of right to the Confederate States, which had been taxed to create it.

By means of this naval force, dishonestly

seized as aforesaid, the enemy has been enabled to blockade all the important ports of the Confederate States.

This blockade necessarily shuts out the cruisers of the Confederate States from their own ports, and if foreign Powers shut them out also, they can make no other use of their prizes than to destroy them. Thus your Excellency sees that, under the rule of exclusion, the enemy could enjoy his right of capture to its full extent, his own ports being all open to him, whilst the cruisers of the Confederate States could enjoy it *sub modo* only, that is, for the purpose of destruction. A rule which would produce such effects as this is not an equal or a just rule (although it might in terms be extended to both parties); and as equality and justice are of the essence of neutrality, I take it for granted that Venezuela will not adopt it.

On the other hand, the rule admitting both parties alike, with their prizes, into

your ports, until the Prize Courts of the respective countries can have time to adjudicate the cases as they arrive, would work equal and exact justice to both; and this is no more than the Confederate States demand.

With reference to the present case, as the cargo consists chiefly of provisions which are perishable, I would ask leave to sell them at public auction for the benefit of "whom it may concern," depositing the proceeds with a suitable prize agent until the decision of the court can be known. With regard to the vessel, I request that she may remain in the custody of the same agent until condemned and sold.

I have the honour to be, &c., &c.

(Signed) R. SEMMES.

His Excellency the Governor and Military Commander of Puerto Caballo.

To this, however, that functionary could not be induced to assent, his reply being

that such a proposition was altogether beyond his province to entertain, and that the Sumter must take her departure within four-and-twenty hours. At daylight, therefore, on the 27th, a prize crew was sent on board of the Abby Bradford, with orders to proceed to New Orleans, and at six o'clock the Sumter was again outside of the inhospitable port of Puerto Caballo.

The anchor was not fairly at the cathead when a sail was reported seaward, which on capture proved to be the barque Joseph Maxwell, of Philadelphia. The capture having taken place at about seven miles from the port to which she was bound, and half of the cargo being the property of a neutral owner, a boat was despatched with her master and the paymaster of the Sumter to endeavour to effect negotiation. The proposition was, that the owner of the neutral half of the cargo should purchase at a small price the remaining half and the

vessel herself, which should then be delivered to him intact without delay. This little arrangement, however, was somewhat summarily arrested by the action of the Governor, who, much to Captain Semmes' astonishment, sent off orders that the prize should at once be brought into port, there to remain in his Excellency's custody, until a Venezuelan court should have decided whether the capture had, or had not been effected within the marine league from the coast prescribed by international law!

This somewhat extraordinary demand did not receive the respect or obedience on which its promulgator had doubtless relied. Beating to quarters, and with his men standing to their guns in readiness for instant action, the Sumter stood out once more towards her prize; sent the master and his family ashore in one of his own boats, put a prize crew on board the Maxwell, and despatched her to a port at the south side of

Cuba. It is believed that these unfriendly demonstrations on the part of the Governor of Puerto Caballo were owing to a fear that the Sumter was in truth employed upon some such enterprise as that on which the agent of Don Castro at Curaçao had vainly endeavoured to engage her, and was endeavouring to effect a landing for revolutionary troops.

The Sumter now again stood away upon her course towards the eastward, and at five in the evening came across an hermaphrodite brig, from whose peak floated the hated but welcome stars and stripes. This time, however, it was able to wave in safe defiance before the eyes of the dreaded foe, for the sagacious master had kept carefully "within jumping distance" of the shore, and the sacred "marine league of neutrality" protected the vessel from the fate that had befallen so many of her countrymen.

The afternoon of the 28th July found the Sumter off the island of Tortuga, and at eleven that evening the ship was hove to in thirty-two fathoms of water off the eastern end of Margaritta. Two more days' run along the Venezuelan coast, at times in so dense a fog that it was necessary to run within a mile of the shore in order to "hold on" to the land, and the Gulf of Bahia was reached. Following close on the track of a vessel just arrived from Madeira, and acquainted with the harbour, the Sumter held on her course through the Huero or Umbrella Passage, and shortly after noon anchored off the town of Port of Spain, receiving as she did so a salute from the ensign of an English brig passing out of the harbour

CHAPTER IV.

Excitement—Taking the bull by the horns—Official visits—H.M.S. Cadmus—Captain Semmes' commission—At sea again—A dull time—Wind and current hostile—Cayenne—French politeness—False hopes—At Paramaribo—A hot pursuit—A loyal Yankee—Doubtful security—Not to be beaten—To sea again—A parting arrow.

The arrival of the Sumter at Port of Spain appeared to create no small excitement among the inhabitants, official and non-official, of that little colony. The Governor at once proceeded to take legal opinion as to the propriety of permitting the suspicious stranger to coal, and a long leading article in the colonial paper gave expression to the editor's serious doubts

whether the Sumter were really what she represented herself to be, a regularly commissioned vessel of war, and not, after all, a privateer. The legal advisers of the Governor seem to have reported favourably on Captain Semmes' request, for permission was given to take on board the requisite supplies, and the Sumter's coaling proceeded, though not with much rapidity.

The morning of the 2nd August introduced on board a visitor of a new description. Through the heavy tropical rain which had been pouring almost incessantly since the arrival of the Sumter, covering the calm water of the harbour with little dancing jets, and drumming on the steamer's decks the most unmusical of tattoos, a little dingy was seen approaching, and in due time brought alongside of the Confederate man-of-war the master of a Baltimore brig, which was lying at anchor some little

distance off. The worthy skipper had heard of the terrible doings of his new neighbour, and in no little anxiety for his own fate had determined to take the bull by the horns, and inquire on board the Sumter herself whether he would be permitted to depart without molestation. Great was the poor man's delight when he was hailed as a native of a sister State, and informed that Maryland, though compelled by superior force to maintain an apparent allegiance to her enemy, was still considered a friend by her natural allies of the South, and that strict orders had therefore been given to let her commerce pass unharmed. With a lightened heart he returned on board his vessel, and the Baltimore brig went on her way rejoicing.

The afternoon of the same day brought two more visitors in the persons of two English officers in mufti; but the international courtesy did not extend so far as

returning the official visit made on Captain Semmes' behalf by Lieutenant Chapman, and Government-house remained unrepresented on board the Sumter. "His Excellency," it is to be feared, had taken offence at the slight passed upon his official position by Captain Semmes, in not having taken care to recover his health and strength sufficiently early to be able to make the official visit in person!

The morning of the 4th August would have seen the Sumter again under way but for some informality in the paymaster's vouchers, which had to be rectified; and during the delay thus occasioned, H.M. ship Cadmus entered the harbour, and the Sumter's departure was postponed with the object of communicating with her. Accordingly, a lieutenant was sent on board the new arrival, the visit being promptly returned by an officer of similar rank from the Cadmus, who, after exchanging the

usual civilities, delivered himself of a polite message from Captain Hillyer, to the effect, that as the Sumter was the first vessel he had as yet fallen in with under the flag of the Confederate States, he would be obliged if Captain Semmes would favour him with a sight of his commission. To this, of course, the latter had no objection; and the demands of courtesy having been satisfied by the previous production of the English lieutenant's commission, that of Captain Semmes was duly exhibited, and the ceremonial visitor departed.

The next morning brought Captain Hillyer himself on board, and a long conversation ensued on the war and various kindred topics, the English captain leaving behind him a most agreeable impression. The visit over, steam was once more got up on board the Sumter, and at 1 P.M. she steamed out through the eastern or Mona Island passage, and running down the pic-

turesque coast, with its mountain sides uncultivated but covered with numerous huts, passed at ten o'clock that evening between Trinidad and Tobago, and entered once more upon the broad North Atlantic.

For some days the time now hung somewhat heavily upon the hands of the little community. A solitary brigantine only was seen, and she so far to windward, that with the short supply of coal afforded by the not overscrupulous merchants of Port of Spain, it was not thought worth while to incur the expense and delay of a chase. The Sumter was now terribly in need of an excitement. Not a living thing was in sight, but the glittering schools of flying fish which ever and anon darted into view, and skimming rapidly over their surface sank again beneath the waves, only to be once more driven for a brief refuge to the upper air by their unseen but relentless enemies below. Drill and exercise were now the

order of the day during the hours of light, and as the sun set and the tropic night came rushing swiftly up over the yet glowing sky, chessboards and backgammon-boards were brought out, and discussions, social, political, and literary, divided the long hours of inaction with the yarn and the song, and other mild but not ineffectual distractions of life at sea.

Still it was with feelings of no small satisfaction that "green water" was again reached, and the Sumter found herself within about ninety miles of the (Dutch) Guiana coast. Hopes were now entertained of soon reaching Maranham, but the next day showed them to be fallacious. A strong northerly current had set in, and, in addition to this drawback, it was discovered that the defalcations of the Port of Spain coal merchants were more serious than had been supposed, and there was not sufficient fuel left for the run. Next day matters were worse

rather than better. The northerly current was running at the extraordinary rate of sixty miles in the twenty-four hours, a speed equal to that of the Gulf Stream in its narrowest part. Only three days' fuel remained, and making allowance for the northerly set, there were fully 550 miles to be accomplished before Maranham could be reached.

Still the Sumter held patiently on her course in hopes of a change; but no change came. Wind and current were as hostile as ever, and the observations of the 11th August giving lat. 2°38′ N., long. 47°48′ W., the question of the voyage to Maranham, or even to Para, appeared definitively settled, and letting his fires go down, Captain Semmes put up his helm, made all sail, and stood away on a N.W. course, hoping to find a fresh supply of coal at some of the ports of Guiana under his lee.

The afternoon of that day saw the sky clear, the sea almost calm, and the little

Sumter, rolling along on the long, lazy swell, with all her starboard studding-sails set, at about three or four knots an hour, towards Cape Orange, from which point it was intended to make her way into Cayenne.

Here she arrived on the 15th August, but her hopes were again doomed to disappointment. On coming to anchor, officers were at once despatched with the usual complimentary messages to the Governor, and a request to be informed whether the vessel could be supplied with coal. These officers, however, were not permitted to land, the reason given being, that they were without a clean bill of health from their last port. It was in vain to represent the perfect state of health of the crew, and the length of time they had been at sea. The official mind was closed against any argument but that of the *consigne*. Five days' quarantine were ordered, and five days' quarantine must be

undergone, before the salubrious shores of Cayenne could be exposed to the danger of infection from the new comers; and as the authorities accompanied this fiat with the statement, that there was no coal to be had in the place even for the supply of their own government vessels, our captain determined to make no further trial upon the discussion, but to seek his supplies elsewhere.

The afternoon of the next day brought the Sumter to the coast of (Dutch) Guiana; but there being no pilot to be found, she was compelled to come to an anchor in about four fathoms of water. Here, as the sun set, the dark smoke of a steamer was discovered against the glowing sky, and suspicion was at once aroused that the new comer must be a Yankee cruiser on the look-out for the Confederate "pirates." The drums beat to quarters on board of the little Sumter; decks were cleared for action; ports were

triced up, guns run out, and every preparation made to give the supposed enemy a warm reception. Darkness had closed in as the suspected vessel approached; the thump, thump, thump of her screw sounding plainly on the still night air. Silently she approached the watchful cruiser, steering completely round her anchorage, as though herself suspicious of the character of her new companion. No hostile demonstration, however, followed; the night was too dark to distinguish friend from foe; and the strange sail having come to anchor at some little distance from the Sumter, and evincing no disposition to assume the offensive, the guns were run in again, and the men were at length dismissed to the hammocks.

Early next morning steam was again got up on board the Confederate cruiser, which ran down under French colours for a closer examination of the stranger, who was lying

quietly at anchor about two miles in-shore of her. As the Sumter approached she also mounted the tricolor, at the sight of which the pretended nationality of the cruiser was laid aside, and the stars and bars flew out gaily from her mizen-peak. The Frenchman appeared much pleased at having thus fallen in with the celebrated Sumter; and being, like her, bound into Paramaribo, and of considerably lighter draught, invited her to follow him into the river, where a pilot might be obtained.

Arrived in Paramaribo the Sumter received tidings of the United States steamer Keystone State, which had been "in pursuit" of her for some time. This vessel was not very much larger than the Sumter, and their crews and armaments were very nearly equal, so there were great hopes on board the Confederate of a brush with the enemy on something like equal terms. These hopes, however, like so many others,

were doomed to disappointment. By some fatality the Keystone State could never manage to come up with her quarry. While the latter had been coaling at Trinidad, she was performing a similar operation at Barbados, arriving thence at Trinidad after the Sumter had sailed. From this port she again started "in pursuit," but her chances of overtaking her enemy may perhaps have been somewhat affected by the fact, that on learning that the Sumter had started eastward, she at once followed upon a westerly track, which, doubtless to the great grief of her commander and crew, somehow failed to bring her alongside of the vessel of which she was in search.*

* The writer of the Notes in the *Index* remarks on this curious proceeding:—"Rather a strange idea we thought. It put us in mind of a sportsman in California who was very anxious to kill a grisly bear. At length he found the trail, and after following it for some hours gave it up and returned to camp. On being questioned why he did not follow in pursuit, he

But if the United States war vessels were somewhat eccentric in their notion of a hot pursuit, it must be admitted that the United States consuls and other agents on shore were by no means equally scrupulous. Every possible expedient to prevent the Sumter from obtaining the necessary supplies of coal was tried by the consul at Paramaribo, but with less success than his strenuous exertions deserved. His first idea was to buy up all the coal in the port, and a handsome price was offered—in bonds on the United States government—for that purpose. But with singular blindness to their own interests the merchants of Paramaribo declined to put their trust in these bonds, and the ready money not being forthcoming the hopeful scheme was compelled to be abandoned. Undismayed by this first

quietly replied that the trail was getting *too fresh*. It must have been so with the Keystone State—the trail was getting too fresh."

failure, the gallant Yankee next sought to charter all the lighters by which the coal could be conveyed on board, and here he was very nearly successful. One or two of the owners however declined to be bought up, and in the lighters supplied by them the process of coaling commenced. Still the persevering consul was not to be beaten. Failing the owners of the contumacious barges, their crews were yet accessible to the gentle influences at his command, and some forty tons of coal found their way to the bottom of the harbour, instead of to the Sumter's bunkers for which they had been destined.

At length, however, in spite of both active Yankee and dilatory Dutchman, the operation was completed, and the little Sumter once more ready for sea. Even now, however, she was not to get away without a parting arrow from her indefatigable enemy. On the morning of her proposed departure

the captain's negro servant went on shore as usual for the day's marketing, when he was waylaid by the worthy Yankee and persuaded indefinitely to postpone his return. Poor fellow! if his fate was anything like that of thousands of others "set free" by their so-called friends of the North, he must have long ere this most bitterly repented his desertion.

There was no time, however, to spare for searching after the runaway, so after a brief conference with the authorities, who were apparently not over anxious for his arrest, the Sumter got up steam and once more proceeded in the direction of Maranham.

CHAPTER V.

Leave Paramaribo—Across the equator—A day of misfortunes—On a sandbank—A narrow escape—Maranham—A Yankee protest—Bold assertions—A visit to the President—News—False alarms—Paying bills—A patriot—Off again—A prize—The Joseph Park—News of Bull Run—A sad birthday.

A WHOLE month had thus been lost through the failure of the Sumter's coal off the mouth of the Amazon. News, too, had been received at Paramaribo that six or seven large fast steamers were in hot pursuit; and as it was not likely that all of these—the larger, perhaps, more especially — would

adopt the tactics of the Keystone State, it was an object with the solitary little object of their vengeance to make the best of her way to some safer cruising ground.

On the 31st August, then, she took her final leave of Paramaribo, and running some eight or nine miles off the coast in a northerly direction as a blind, altered her course to east half-south, with the intention of avoiding the current by which she had on the former occasion been so baffled, by keeping along the coast in soundings where its strength would be less felt.

The 4th September found her well past the mouth of the Amazon, bowling along under all fore-and-aft sails, with bright, clear weather, and a fresh trade-wind from about east by south. This was about her best point of sailing, and there being no longer any current against her, her log showed a run of 175 miles in the twenty-four hours. On the same day

a strange sail was seen, but time and coal were now too valuable to be risked, and the temptation to chase was resisted. In the evening the equator was crossed, and the little Sumter bade farewell to the North Atlantic, and entered on a new sphere of operations.

The 5th September was a day of misfortunes. The weather was thick and lowering; the wind rapidly increasing to half a gale, and the little vessel straining heavily at her anchor. In heaving up, a sudden jerk broke it short off at the shank, the metal about the broken part proving to have been very indifferent. She now ran very cautiously and anxiously towards the light, and into the bay, no pilot being in sight. For some time all went well, and the chief dangers appeared to be over, when suddenly the vessel ran with a heavy shock upon a sandbank, knocking off a large portion of her false keel, and for the moment

occasioning intense anxiety to all on board. Fortunately, however, the bank was but a narrow ridge, and the next sea carried the little vessel safely across it, and out of danger. Much speculation, however, was excited by this unlooked-for mishap, but a careful examination of the ship's position on the chart failed to elucidate the mystery; the part of the bay where the Sumter had struck being marked as clear ground. It was fortunate, at all events, that the vessel escaped clear, for within the next hour and a half the tide fell five feet, which with so heavy a load as that on board the Sumter could not but have occasioned a terrible strain had she been lying on the top of the bank.

Finding the soundings still so irregular as to threaten further danger, the Sumter now came to an anchor, and some fishing boats being perceived on the shore at a little distance, a boat was despatched which

speedily returned with a fisherman, who piloted her safely to the town of Maranham. She was visited by a Brazilian naval officer, who congratulated her captain not a little on his fortunate escape, the Brazilian men-of-war never thinking of attempting the passage without a coast pilot.

The day following that on which the Sumter arrived at Maranham was the Brazilian Independence Day. The town put on its gayest appearance; men-of-war and merchantmen tricked themselves out with flags from deck to truck, while the guns of the former thundered a salute across the ordinarily quiet bay. Amidst their universal demonstration the Sumter alone remained unmoved. The nation whose flag she bore had not yet been recognised by the Brazilian government, and it would therefore have been the height of incongruity to sport the slightest bunting on such an occasion. The more so as the good folks of Maranham, though

to all appearance personally well disposed towards the Confederates, were in such dread of officially committing themselves, that they did not venture to invite the officers of the newly-arrived vessel to the grand ball given by the authorities in honour of the day.

On Monday, the 9th September, Captain Semmes took up his quarters on shore, and proceeded to make a formal call on the President of the Department. That functionary however pleaded indisposition, appointing the hour of noon on the following day for the desired interview. Meanwhile, Captain Semmes had hardly returned to his comfortable quarters at the Hotel do Porto, ere he, in his turn, received a visit from Captain Pinto of the Brazilian navy, and the Chief of Police, a confidential friend of the President—the object of these gentlemen being to read to him a formal protest from the consul of the United States to the government, against the Sumter's being

permitted to receive coal or other supplies in the port. Amongst other equally bold statements this document asserted that the Confederate cruiser had not been permitted to enter the ports of any other European power. Assertions like these were of course easily disposed of, and it was agreed that the question should be discussed at the morrow's interview. The account of this discussion had perhaps better be given in Captain Semmes' own words:—

Tuesday, September 11*th.*—Called upon the President at twelve, and was admitted to an interview; the Chief of Police and Captain Pinto being present. I exhibited to the President my commission, and read to him a portion of my instructions, to show him that it was the desire of the Confederate States to cultivate friendly relations with other powers, and to pay particular respect to neutral property and rights; and the better to satisfy him that he might sup-

ply me with coal without a departure from neutrality, and to contradict the false sentiments of the United States Consul, I exhibited to him a newspaper from Trinidad, setting forth the fact that the question of the propriety of supplying me with coal in that island, had been formally submitted to the law officers of the Crown, and decided in my favour, &c.

The President then announced to me that I might purchase whatever supplies I wanted, coal included, munitions of war only excepted. I then stated to him that this war was in fact a war as much in behalf of Brazil as of ourselves, and that if we were beaten in the contest, Brazil would be the next one to be assailed by Yankee propagandists. These remarks were favourably received, the three gentlemen evidently sympathizing with us.

Captain Semmes continues his shore diary as follows :—

Fresh wind and cloudy. Painting ship, and making preparations for the reception of coal. We are looking anxiously for the arrival of the Rio mail steamer, as we have a report brought by a Portuguese vessel from Pernambuco that a great battle has been fought; that we have beaten the enemy; and that we have marched upon Washington. God grant that our just cause may thus have triumphed! The whole town is agog discussing our affairs. Different parties take different views of them: the opposition party in the legislature, which is in session, being disposed to censure the government for its reception of us.

Thursday, September 12*th.*—Clear, with passing clouds; trade-wind fresh, as usual at this season of the year. Indeed, these winds will continue to increase in force until December, when they will gradually give place to the rains. It has been a favourite project of mine from the com-

mencement of the cruise, to run off Cape St. Roque, and there waylay the commerce of the enemy in its transit both ways; but the strong gales and strong current which now prevail, will interfere for the present with my plan, and I must postpone it for awhile. If the war continues I shall hope to put it in execution at the proper time. It was at one time reported to-day that there were two United States vessels of war awaiting us outside, off Santa Anna; but the report proved to be the offspring of the excited imaginations of the townspeople. Had a conversation this evening with Senor Rodrigues, an intelligent lawyer and the Speaker of the Deputies, on the subject of the war. I found him pretty well informed, considering that he had received his information through the polluted channels of the Northern newspapers.

He seemed to think that we had been *precipitate* in breaking off our connexion with the North; but I told him we had been

the most patient, long-suffering people in the world, and had waited till the last moment possible, in hope that the fanaticism which swayed the North would have passed away; and that the responsibility of breaking up the once great government of the North rested entirely upon the propagandists of that section.

Friday, September 13th.—Cloudy, with the wind very fresh from the eastward. The town is still busy discussing our affairs. A deputy asked me seriously yesterday if the President had not ordered me to haul my flag down, as not being recognised. He said that the Assembly had called upon him for an explanation of the course he had adopted towards us, but that he had declined to respond.

It is reported, too, that there are two ships of war awaiting us outside near the Santa Anna light.

Saturday, September 14th.—Cloudy, with

fresh trades. Having finished coaling and receiving our other supplies, we are engaged to-day in paying off our bills. I have been enabled to negotiate a draft for two thousand dollars upon the Secretary of the Navy; Mr. T. Wetson, one of our fellow-countrymen temporarily here, having been patriotic enough to advance me this sum on the faith of his government. He not only thus aided us, but was very anxious to come on board in person, if he could have wound up his business in time. In the evening at 7 P.M. I removed on board from the Hotel do Porto, preparatory to going to sea to-morrow.

On Sunday, the 15th September, the Sumter was again under way, and passed out of the harbour in charge of a pilot, Mr. Wetson accompanying her until she was fairly outside. No Yankee vessels were found, as had been reported, and the pilot being discharged, and a warm farewell ex-

changed with Mr. Wetson, the Sumter stood away upon a north-east course in the direction of her proposed cruising ground in the calm belt between the trades, the Cape San Roque project being for the present abandoned. A dull time now commenced, great difficulty being experienced in forcing the vessel towards her cruising ground against the current, which at times would carry her out of her course at the rate of more than fifty miles a day. Whilst thus beating wearily and patiently towards the station where it was hoped that more prizes might be obtained, a curious phenomenon was observed, of which the following account is given in the journal:—

"*Monday, September 23rd.* — Clear, with passing clouds. Wind right from the south-east, veering and hauling two or three points. We have experienced in the last two or three days a remarkable succession of tide lips, coming on every twelve

hours, and about an hour before the passage of the moon over the meridian. We have observed five of these lips, and with such regularity, that we attribute them to the lunar influence attracting the water in an opposite direction from the prevailing current, which is east, at the rate of some two miles per hour. We had a small gull fly on board of us to-day at the distance of five hundred miles from the nearest land. The tide lips came up from the south and travelled north, approaching first with a heavy swell, which caused us, being broadside on, to roll so violently that we kept the ship off her course from two to three points to bring the roller more on the quarter. These rollers would be followed by a confused tumultuous sea, foaming and fretting in every direction, as if we were among breakers. We were in fact among breakers, though fortunately with no bottom near. No boat could have lived in such a cauldron as was

produced by this meeting of the waters. They generally passed us in about three quarters of an hour, when everything became comparatively smooth again. No observation to-day for latitude, but by computation we are in latitude 5.25 N. and longitude (chronometer) 42.19 W. Current east by north 58 miles. So curious were the phenomena of the lips that the officers and men came on deck upon their approach to witness them.

It was many a long week now since the sight of an enemy had gladdened the eyes of the Sumter's little crew, when, on the 25th of September, the welcome cry of "Sail, ho!" was once more heard from the mast-head. Steam was at once got up, and the United States colours displayed from the Confederate cruiser. A short pause of expectation, an eager scrutiny of the stranger, as the blue and red bunting fluttered for

a few moments upon his deck, while his men were busy with the signal halyards, and then a joyous cheer greeted the well-known stars and stripes, as they rose above her bulwarks, and mounted slowly to her mizen peak.

She was not a very valuable prize, being merely a small brigantine, called the Joseph Park, of Boston, six days out from Pernambuco, in ballast. But she was the first fruits of a fresh cruise, and right joyously did the boat's crew pull on board her to haul down the enemy's flag, and replace it with the saucy stars and bars.* This done, the crew were transferred to the captain's

* The author of the "Notes" in the *Index* writes:—

"The officer who boarded the Joseph Park asked the captain if he had cargo. 'No.'—'Have you any specie?' 'Not a dollar.'—'Then, captain, you must get into the boat, and go with me on board the Sumter. 'What are you going to do with me when I get on board?' The officer told him it would depend entirely upon circumstances; that if he be-

vessel, and a prize crew passed on board of the Joseph Park, with instructions to keep within sight of the Sumter, and signal her immediately on perceiving any suspicious sail. So the two cruised for some days in company, the Joseph Park keeping to windward during the day, and at night running down under cover of the Sumter's guns.

haved himself, and did not try to conceal anything, he would receive kind treatment; that it all depended upon himself. 'Well,' said he, 'captain' (he called the officer who had boarded him captain) 'I *have* got a thousand dollars down below, and I guess I had better give it to you.' So he went below, and from out of some little hole took the bag containing the gold. The officer asked him why he had hidden the money, as we had the United States colours up. He said he thought it was the Sumter, and wanted to be on the safe side. The whole scene between the officer and the captain of the Joseph Park was ludicrous in the extreme. The answers to questions with that Yankee nasal twang and Yankee cunning, the officer seeing through it and enjoying it all the while, made many jokes in our mess afterwards."

This capture was none the less welcome for the news she brought in a file of recent papers from Pernambuco, of the first victory of the South at Manassas, or Bull Run, as well as of the successes achieved in Missouri over the troops of General Lyon. Poor Joseph Park! she had little anticipated her fate, and not a little amusement was created among her captors by an entry in her log of the day after leaving Pernambuco:—"We have a tight, fast vessel, and we don't care for Jeff. Davis!" "My unfortunate prisoner," remarks Captain Semmes, "had holloa'd before he was out of the wood."

The journal continues:—

Friday, September 27th.—This is my fifty-second birthday, and so the years roll on, one by one, and I am getting to be an old man! Thank God, that I am still able to render service to my country in her

glorious struggle for the right of self-government, and in defence of her institutions, her property, and everything a people hold sacred. We have thus far beaten the Vandal hordes that have invaded and desecrated our soil; and we shall continue to beat them to the end. The just God of Heaven, who looks down upon the quarrels of men, will avenge the right. May we prove ourselves in this struggle worthy of Him and of our great cause! My poor distressed family! How fondly my thoughts revert to them to-day! My dear wife and daughters, instead of preparing the accustomed "cake" to celebrate my birthday, are mourning my absence, and dreading to hear of disaster. May our Heavenly Father console, cherish, and protect them!

CHAPTER VI.

A dull time—"Sail, oh-h-h!"—An exciting chase—No prize—A gale—Jack's holiday—A new cruising-ground—Dead calm—An enlightened Frenchman—A near thing—Patience!—The Daniel Trowbridge—A lucky haul—In closer—Double Duns—The prize schooner's revenge—Good news from home—An apology—In hopes of a fight—Disappointment—The West India station—Another blank—Martinique.

ANOTHER dull time now set in. On the 28th September the prize crew were recalled from the Joseph Park, which, after doing duty for some hours longer as a look-out ship, was finally at nightfall, set on fire, and burned to the water's edge.

And now day after day passed by, unrelieved save by the little common incidents of a peaceful voyage.

One day it would be a flying-fish that had leaped on board, and paid the penalty of its indiscrétion by doing duty next morning on the captain's breakfast-table; another day a small sword-fish performed a similar exploit; while on a third a heavy rain provided the great unwashed of the forecastle with the unaccustomed luxury of copious ablutions in fresh water. But not a sail was to be seen. Once only a simultaneous cry from half-a-dozen sailors of "Light on the starboard bow!" produced a temporary excitement, and caused the engineers to "fire up" at their utmost speed. But the alarm proved false. The "red light" that had been so confidently reckoned on as the port lantern of some steamer moving across the Sumter's bows, was at length set down as a mere

meteor, or it might be some star setting crimson through the dim haze of the distant horizon. Luck seemed quite to have deserted the Confederate flag. They were lying in the very track of vessels between San Roque and New York. Allowing a space of seventy-five miles on either side of the Sumter's station as the extent of this track, and calculating upon a radius of observation from her masthead of fifteen miles, one-fifth of the whole number passing should certainly have come within her ken. Yet in the course of seventeen weary days one vessel only had been seen, and the Sumter's stock of patience was beginning to run very low.

At length, at ten o'clock on the morning of the 5th October, the welcome cry was again heard. "Sail, oh—h—h!" was shouted from the masthead with a lengthened emphasis, as though the look-out would mark the unusual fact with a special note

of admiration. The stranger was dead to windward, and miles away, probably some seventeen or eighteen at the very least. But not a moment was lost in starting in pursuit. Steam was got up, sails furled, the vessel's head brought round in the direction of the chase, and in less than half an hour from the first announcement of her appearance, the Sumter was dashing through the water at top-speed in pursuit.

The chase was long and animated. At first starting the stranger had all the advantage of a stiff, steady breeze, whilst the Sumter was compelled to trust altogether to her powers of steaming; and the former, being a fine, fast vessel, appeared, if anything, rather to gain upon her pursuer. Gradually, however, as the two vessels changed their relative bearings, the Sumter also was enabled to avail herself of her fore and aft canvas, and now she began to gain rapidly upon the chase. Three hours and

a quarter passed in this exciting contest; but at length the pursuer had come fairly within range, and the chase was over. Up went the Stars and Stripes to the Sumter's peak, and the usual pause of excited expectation ensued; when, after bungling awhile with his signal halyards, as though playing with his pursuer's hopes and fears, the red ensign of England rose defiantly from the deck, and there was to be no prize after all.

Very indignant was the captain of the Spartan at being hove-to by a Yankee, and great was the amusement of the boarding officer as he was welcomed with the observation that "the Northerners were catching h——"

"How so?" inquired he.

"Why, by getting themselves so badly whipped by the Southerners."

It was observed that the worthy speaker appeared somewhat surprised at the perfect

good-humour and satisfaction with which the intelligence was received.

The night now set in wet and wild. The wind increased to a moderate gale with a remarkably heavy sea, and violent rain-squalls passing at intervals over the vessel. The little Sumter rolled and pitched about as though she, too, were weary of the long period of inaction, and determined to effect some kind of diversion on her own account. Morning broke heavy and threatening, with the barometer at 29·87 ; and by noon it was blowing a whole gale, and the ship labouring so heavily that the ceremony of mustering the hands and reading the Articles of War, customary on the first Sunday of every month, was perforce dispensed with, and "Jack"—as usual, when bad weather has fairly set in, and the ship has been made snug—got his holiday.

Towards night the gale, which had hauled gradually round from E.N.E. to S.E. and

S.S.E. in the course of some eight or ten hours, began to moderate. By the next morning it had altogether broken, and though the clouds were still leaden, and the sea ran high after the blow of yesterday, the Sumter was once more able to make sail; and shaking the reefs out of her topsails, she stood away again towards the S.S.E.

The end of the week saw her well upon her way towards a new cruising ground, the Western side of the crossing having been fairly given up as a hopeless job, and Captain Semmes shaping his course for the Eastern crossing. At noon on Saturday, the 12th October, the new station was reached, the vessel's position on that day being in lat. 6.56 N., long. 44.41 W.; the weather calm, the sun shining dimly through a greyish veil of mist, and the little steamer rolling from side to side upon the long, heaving swells, her yards creaking and her sails flapping heavily against the masts with

that dull, hopeless sound, more trying to the sailor than the fiercest gale.

Gales and calms — sunshine and rain-squalls—long rolling swell—heavy sea, and not a break in the monotonous round. Thirty-eight days out, and in all that time but two vessels spoken and one solitary prize!

Thursday, October 24th. — Cloudy, with the wind from the eastward. At half-past six in the morning descried a sail in the north-east. Got up steam and gave chase. At nine came up with a brig, which proved to be a Frenchman; La Mouche Noire, from Nantes to Martinique. Sent a boat on board of him. He had no news-papers, and said he knew the United States were at war—we had the United States colours flying—but with whom he did not know. Enlightened Frenchman! Or this may teach us a lesson of humility, as showing us how little is thought in Europe of the

American Revolution. The brig was a clumsy specimen of architecture, and was out forty-two days. We detained her less than half-an-hour, and permitted her to go on her course again. Our ill-luck seems to culminate; for two out of the only three sail we have seen in thirty-nine days have proved to be foreign.

Friday, October 25th.—Fresh breeze from the north, and trade-wind weather. Morning, a few rain-squalls, clearing, but with passing clouds, as the sun gained altitude. Afternoon heavy, overcast sky, with half a gale of wind. At 2.50 P.M. descried a sail on the starboard-quarter, bearing about S.E. Got up steam and gave chase, and at 5 P.M. came up with her. Fired a blank cartridge, and spoke a Prussian ship, which I caused to heave-to for the purpose of sending a boat on board of him; but, as in the meantime the wind freshened, and considerable sea had arisen, and as I had no

doubts of the character of the ship, I gave him leave to fill away and proceed on his course (to some one of the Windward Islands) without boarding him. As I was rounding the ship to, near this vessel, we came so near a collision that my heart stood still for a moment as the bows of the huge, heavily-laden ship passed our quarter, almost near enough to graze it. If she had been thrown upon us by one of the heavy seas that were running, we should probably have been cut down to the water's edge and sunk in a few minutes. This will give me a lesson as to the space my long ship requires to turn in when she has a sea on the quarter or bow. We are forty days out to-day, have seen four sails, and three of the four have proved to be foreign. I am not discouraged, however, but I have had an excellent opportunity to practise the Christian virtue of patience, which virtue I think I am a little deficient in.

Sunday, October 27th.—A beautiful clear day, with a light breeze from the E.N.E., and a few summer-like passing trade-clouds. Mustered the crew. Two sail in one day! 8.30 A.M. A sail was descried in the S.E. We immediately gave chase with all sail, and added steam to sails in about an hour and a-half. We came up with the chase about 3 P.M.; the vessel proving very fast. We showed, as usual, the United States colours, the chase showing the same. Fired a blank cartridge and ordered him to heave-to. Sent a boat on board and captured him, hauling down the United States and hoisting our own flag as our officer got on board. She proved to be the schooner Daniel Trowbridge, of New-haven, Connecticut, from New York to Demerara, with a cargo of provisions; cargo belonging to same owner as vessel, D. Trowbridge, of Connecticut. Sent a prize crew

on board, and left in pursuit of another sail that had been descried in the meantime, with which we came up at dark. She proved to be a brigantine from Nova Scotia to Demerara (English). Permitted her to proceed on his course. Banked fires, and put the ship under sail, with a light at the peak, and the prize in company.

Monday, October 28th.—Fine clear weather, with a moderate sea and a light breeze. Called the prize within hail; hoisted out the long-boat and sent her alongside and commenced receiving provisions. I felt truly thankful to a kind Providence for this windfall, for we were running short of provisions—beef bad, and weevily bread. And here were more than we needed, and of the best. Pork, beef, hams, flour, bread, crackers (biscuits), &c.; this was truly a Yankee cargo, there being a large number of pigs, sheep, and geese on board. A busy, bustling day, with boats passing to and fro, and men

busy on both ships with boxes, barrels, &c. To get at the cargo we threw overboard the superincumbent articles, and strewed the sea with Connecticut wooden ware and brooms.

Tuesday, October 29th.—Another favourable day for unloading the prize. Wind light from the East, and not too much sea on. We are filling up with five months' provisions. In the meantime we are enjoying the luxury, far away out at sea and forty-three days from port, of fresh meat; the sheep on board the prize being in excellent condition, and I have them slaughtered in sufficient numbers for the crew. At noon the sky becoming overcast; lat. 16·54 N., long. 57·33 W.

Wednesday, October 30th.—A beautiful serene day, with a light breeze from the S.E. and a smooth sea. At 7 A.M., "Sail, ho!" from aloft. Despatched a couple of boats to the prize schooner to bring away

some of the live stock, and sent orders to the prize master to set fire to the prize and return on board. These orders being all executed and the boats run up, at 8.30, steamed in pursuit of the strange sail. At eleven came up with, and sent a boat on board of the Danish brig Una, from Copenhagen to Santa Cruz, sixty-nine days out. Permitted her to proceed on her course after a detention of about half-an-hour. We showed her the United States colours. This evening, having directed the junior lieutenant to send to the master of the prize schooner Daniel Trowbridge, for the log slates of the schooner which he, the master, had put among his private baggage, it was reported to me that the master in delivering these articles to the messenger, the sergeant of marines, used this insolent language—"D— them. I hope they will do them no good, and if they want a shirt I can lend them that too." I had the man seized and

put in double irons. Lat. 16.40 N., long. 58.16 W.

Thursday, October 31*st.*—Beautiful clear weather, with a light breeze from the North and East. Got up and sunned the ball cartridges, some of which had been damaged by the damp, and overhauled the pumps which had gotten out of order. At 2 A.M. a light having been reported to me, I ordered steam gotten up and made pursuit. As we came up with it, we found it to be a burning fragment of the schooner which we had fired eighteen hours before. Banked fires. We have been greatly interested since our last capture in examining a lot of newspapers found on board. They are as late as the 8th October, and give us most cheering accounts of the war. We have gloriously whipped the enemy at all points, and have brought Missouri and Kentucky out of the Union. The tone of the European press is highly favourable to our cause, and indi-

cates a prompt recognition of our independence. And all this cheering information we get from the enemy himself! Lat. 16.54 N., long. 57.59 W. The master of the prize schooner Trowbridge, having made a very humble apology for his conduct of yesterday, and asked to be released from confinement, I directed him to be discharged from close custody and to have his irons taken off.

The Daniel Trowbridge, however, was the last prize that fell to the Sumter's lot on this cruise. She was now in the full track of vessels crossing the Line, and scarcely a day passed without one or more being overhauled; but the Stars and Stripes appeared to have vanished from the seas. Vessel after vessel was brought-to, now English, now French, now belonging to some one or other of the innumerable neutral nations, but not a Yankee was to be seen, and the ship's

company began almost to weary of their profitless task.

One brief morning's excitement there was, as a large steamer was descried in the offing, evidently a man-of-war. All was at once alive and eager on board the little Sumter. The drums beat to quarters, decks were cleared for action, and every preparation made for combat, as the Confederate cruiser stood boldly out to meet her expected foe. But again the eager crew were doomed to disappointment. They were no more to fight than to capture prizes. As the stranger drew near, the white ensign of St. George fluttered gracefully to her peak, and after the customary interchange of civilities, the two vessels went on their respective courses, and the little Sumter was once more alone on the wide ocean.

A change of cruising ground was now again resolved on, and a course shaped for the West Indies. Still, however, with-

out success, and at length the supply of water beginning to fail, the cruise was abandoned, and on the 9th November the Sumter steamed into Fort de France in Martinique, having been fifty-seven days at sea.

CHAPTER VII.

A French governor—At church—Visitors—On shore—Prisoners released—Coaling difficulties—Sympathy for the South—A glass of grog!—St. Pierre—Curiosity—The Iroquois—An attempt to intimidate—L'Acheron—Yankee notion of neutrality—Masquerading—Preparations for a fight—The marine league—The Trent outrage—On the watch—Violation of rights—A bold attempt—Success.

Saturday, Nov. 9th.—Weather fine during the morning. At daylight, got up steam and stood in for the land northward of Fort St. Louis' Bay, running down the coast as we approached. The coast, all the way into the anchorage, is bold and clear. Ran within three hundred yards of Point Negro, passing a passenger steamer bound to St.

Pierre, and anchored in six fathoms water, with the south end of the fort bearing E. ¼ S., and the wharf about N. by E. A pilot soon after came on board, and we got up anchor and went in to the anchorage E. of the fort, the health officer visiting us in the meantime, and giving us *pratique*.

Sent a lieutenant to call on the Governor, and afterwards visited him myself. I stated in this interview that I had come into Martinique to refresh my crew, and obtain such supplies as I needed, coal included. The Governor replied that he could not supply me with coal from the Government stock, but I was free to go into the market and purchase what I wanted, he, the Governor, *not knowing anything about it;* and that as to my prisoners, if the United States consul at St. Pierre would become responsible for their maintenance, I might land them. With his consent, I sent the two masters up to St. Pierre in the packet to

see this consul, and arrange the matter. I despatched also the paymaster to look after coal and clothing for the crew, giving leave to Lieutenant Chapman to accompany him. The Governor at one time ordered me to shift my berth, by returning to my first anchorage; but countermanded the order upon my demanding an explanation of it. He seemed disposed, too, to restrict my procuring supplies *at this place*, on the ground that it was merely the seat of government and a military and naval station; but upon my insisting upon my right, under the Imperial proclamation, to be treated in all respects as a lawful belligerent, he abandoned his point. The French colonies are governed by the Minister of Marine, naval officers being the governors and chief officials. The Governor of Martinique is a rear-admiral.

Sunday, Nov. 10*th.*—Rain in the early morning, clearing towards eight o'clock.

Went on shore and accompanied M. Guerin to the Governor's mass, at 8 A.M. The interior of the church is very pleasing, with rare valuable paintings. The congregation was small. A detachment (one company from each regiment), entered the main aisle, and formed in double lines, a few minutes before the commencement of the service. The Governor and his staff entered punctually, and the service lasted about three-quarters of an hour. Fine music from a band in the orchestra. The blacks and whites occupy pews indiscriminately, though there is no social mixture of the races. All colours have the same political rights, notwithstanding which the jealousy and hatred of the whites by the blacks is said to be very great. Was visited by M. Guerin and a number of gentlemen—members of the Colonial Legislature and others—to whom I explained the true issue of the war—to wit, an abolition crusade against our slave-

property; our population, resources, victories, &c.—to all of which they listened with much appearance of gratification, and which they also expressed from time to time, lamenting the blind policy of their Home Government. Mustered the crew, and read Articles of War. Three of the prisoners have shipped. Let another batch of liberty-men go on shore. Two of yesterday's batch did not come off in time this morning. Since came on board. Visited the Savannah to hear the music, which is given every Sunday evening. It was a gay and beautiful scene: the moon, the shade, the trees, the statue of Josephine, the throng of well-dressed men and women, the large band and the fine music, the ripple of the sea; and last, though not least, the Katy-dids, so fraught with memories of home, dear home! Visited M. Guerin after the music, and made the acquaintance of his charming family, consisting of wife, daughter-in-law, and

niece, who gave some music on the piano and a song. M. Guerin's mother died a nun in the city of Baltimore, where M. Guerin was himself educated. He retains his early impressions of Baltimore very vividly.

Monday, November 11th.—Weather clear and pleasant, with refreshing trade-winds; watering ship. Visited the town, and went a-shopping in company with M. Guerin. Found French manufactured clothing, &c., reasonably cheap. In the afternoon strolled on the heights in rear of the town, and was charmed with the picturesque scenery on every hand. The little valleys and nooks in which nestle the country houses are perfect pictures, and the abrupt and broken country presents delightful changes at every turn. I saw but few signs of diligent cultivation. The negro race is here, as everywhere else, an idle and thriftless one; and the purlieus of the town where they are congregated are dilapidated and squalid.

The statue of Josephine in the Savannah is a very fine specimen of sculpture. It represents her in her customary dress, and she appears, indeed, a charming woman. This is her native island. The United States consul came down to-day from St. Pierre, and I landed the remainder of the prisoners, twelve in number, putting them on parole. I had them all assembled in the gangway, and questioned them as to their treatment on board. They all expressed themselves satisfied with it. The officers returned from St. Pierre, and reported that coal was to be had, but that the Collector of Customs had prohibited the merchants from sending it to us. Wrote to the Governor on the subject:—

Confederate States' steamer Sumter,
Fort Royal, Nov. 12th, 1861.

Sir,—In the interview which I had the honour to hold with your Excellency on Saturday last, the 9th inst., I understood

your Excellency to assent to the proposition that I might go into the market at St. Pierre, and purchase such supplies as I might stand in need of, coal included. The precise position assumed by your Excellency was, that you would neither assent nor prohibit. On the faith of this understanding, I despatched one of my lieutenants and my paymaster to St. Pierre, to make the necessary purchases, and they have returned and reported to me that they found an abundance of coal in the market, and at reasonable rates, and that the owners of it are anxious to supply me with it, but that your Collector of the Customs had *interposed*, and prohibited the merchants from selling or delivering it to me. For the information of your Excellency, I will here state that I have been permitted to coal in all the ports I have heretofore visited, except only at the French port of Cayenne, where I was informed that there was no coal in the market, and where it was insisted that I should undergo a quarantine

of five days before communicating with the town. As it was not convenient for me to undergo this quarantine, I sailed immediately. I have coaled at Cienfuegos in the island of Cuba; at Curaçao; at Trinidad; at Paramaribo, and at Maranham. It appears that Spain, Holland, England, and Brazil have each deemed it consistent with their neutrality in the present war to permit me freely to supply myself with coal. Am I to understand from the action of your officers at St. Pierre that you have withdrawn the implied assent given me on Saturday last, and that France, through your agency, adopts a different and less friendly rule? Will France drive a vessel of war of the Confederate States from one of her islands to a British island to procure coal? And if she does this, on what principle will she do it? It is a well-settled rule of international law, that belligerent cruisers have the right to enter freely into neutral ports, for the purpose of replenishing their stores of pro-

visions, or replacing a lost mast or spar; and why should not they be equally permitted to receive on board coal?

Coal is no more necessary to the locomotion of a steamer than is a mast or spar to a sail-ship; it is no more necessary to a cruiser than provisions. Without a mast or without provisions a sail-ship could not continue her cruise against the enemy; and yet the neutral permitted her to supply herself with these articles. Nor can such supplies as these be placed on the ground of humanity. It would be inhuman, it is true, to permit the crew of a belligerent cruiser to perish in your ports, by debarring from access to your markets, from day to day; but it does not follow that it would be inhuman to prevent her from laying in a stock of provisions to enable her to proceed to sea, and continue her cruise against the enemy. It is not humanity to supply a vessel with a lost mast or a spar, and yet no one doubts that this may be done. Hu-

manity, then, being out of the question, what possible distinction can your Excellency draw between supplying a vessel with the articles above mentioned, and supplying her with coal?

Without any one of them she would be unable to prosecute her cruise against the enemy—why, then, will you supply her with a part, and not with the whole?

Without troubling your Excellency further, however, with an argument of the question, I will content myself with stating what I believe to be the true rule of law, and it is this:—A belligerent ship of war *cannot increase her armament or her crew in a neutral port, nor supply herself with ammunition; but with these exceptions, she may procure whatever supply she needs.*

Although it would be an easy matter for me to run to one of the British, or Danish, or Dutch Islands, I should regret to be obliged to do so, and to have to inform my Government of the reason. I would not

willingly have France adopt a rule which would effectually shut us out of her ports, whilst Holland, Great Britain, Spain, and Brazil admit us freely into theirs. The rule, prohibiting us from bringing our prizes into neutral ports, operates very harshly upon us, as the weaker naval power of the belligerents, without adding to it one still more harsh, and which has the sanction of neither law nor precedent. If, however, it be the determination of your Excellency to insist upon my departure without coal, I beg that you will have the goodness to say as much to me in writing. Your Excellency is the best judge of your instructions, and of what they require of you.

I have the honour to be,
With much consideration,
Your obedient Servant,
(Signed) R. SEMMES.

To his Excellency M. Maussion de Condé,
l'Amiral et Gouverneur de la Martinique.

We have the gratifying intelligence that Captain Hollins, with some armed steamers, had driven the enemy from the mouth of the Mississippi, sinking the Preble, and driving the other vessels on the bar of the S.W. Pass. Mr. Seward has issued a proclamation, desiring the Governors of the Northern States to put their forts, &c., in condition, "as well on the seaboard as on the lakes!" This, with Fremont's abolition proclamation, will be of great service to us. *Quem Deus*, &c. The Governor consents to my coaling at St. Pierre.

Friday, November 12th.—Fine, pleasant weather. Watering ship. I did not visit the shore to-day; some of the officers are on shore dining, &c., with the French naval officers. There is evidently great sympathy for us in the island. We have got on board all our "liberty-men," no one of them having shown a disposition to desert. At 9 P.M., a drunken fireman jumped over-

board and swam ashore, in spite of the efforts of a boat to catch him. He thus braved the discipline of the ship solely for a glass of grog!—so strong upon him was the desire for drink. We sent an officer for him and caught him in a grog-shop. It is reported to us, as coming from the Captain of the Port, that there is a frigate cruising off the Diamond Rock. The ship Siam arrived to-day, with 444 coolies!

Translation of Reply received from the Governor, in Answer to the preceding.

Fort de France, 12th November, 1861.

TO THE CAPTAIN—

I have the honour to send you the enclosed letter, which I ask you to hand to the Collector of Customs at St. Pierre, in which I request him to permit you to embark freely, as much coal as you wish to purchase in the market.

I do not change at all from the position which I took with you on Saturday last. I do not consider that I am empowered any more to give you coal from the Government supply of this division, than I am to interfere with the market to prevent its being sold to you there.

With the expression of my highest regard for the Captain,

(Signed) MAUSSION DE CONDÉ.

Wednesday, November 13th.—Got upsteam, and unmoored ship at daylight; and at half-past six passed out of the harbour of Fort Royal, or rather now Fort de France. The pilot repeated the intelligence that there was a frigate off the Diamond Rock. As we passed the picturesque country-seat of the Governor, perched upon a height overlooking the sea, we hoisted the French flag at the fore. Passed the St. Pierre steamer on her way down. At eight, came

to, in the harbour of St. Pierre, at the man-of-war anchorage south of the town. Several of the custom-house officers visited us, saying that they had not come on board officially, but merely out of civility, and from curiosity to see the ship. Sent a lieutenant on shore to call on the commandant, and make arrangements for the purchase and reception of coal, despatching to the collector the Government order to permit us to embark it. At 1 P.M., shifted our berth nearer to the shore, for the convenience of coaling, mooring head and stern with a hawser to the shore. Received on board thirty tons by 9 P.M.; sent down the foreyard for repairs. Quarantined the paymaster and surgeon for being out of the ship after hours, but upon the explanations of the former, released them both. The market-square near the water is thronged with a dense crowd, eagerly gazing upon the ship; and the newspaper of to-day gives a marvellous

account of us, a column in length. Among other amusing stories, they claim me to be a French officer, formerly serving on board the Mereuse!

Thursday, November 14th.—Rain in the forenoon. Busy coaling, and getting on board a few necessary stores. It is reported that the Iroquois sailed from Trinidad on the 2nd November, and that there are three ships of war of the enemy at St. Thomas', one sail vessel, and two steamers; and that one of these was expected here last night. She has not yet made her appearance. It will be difficult for her to prevent our sailing. At 2.30 P.M. the steam-sloop Iroquois of the enemy made her appearance, coming round the north end of the island. She had at first Danish colours flying, but soon changed them for her own. She steamed ahead of us very slowly, and, taking up a position some half to three-quarters of a mile from us, stood off and on during the

afternoon and night. Finished receiving our coal and provisions (sugar and rum) at about 9 P.M., when I permitted the crew to have their hammocks as usual. Directed everything to be kept ready for action. Visited in the afternoon by the mayor of the city and some gentlemen, who assured me of the sympathy of the citizens, and of the colony generally. At 1.30 A.M. I was called by the officer of the deck, and informed that the Iroquois was standing in for us, and approaching us very close. Called all hands to quarters, and made all preparations to receive the enemy in case he should attempt to run us on board. He sheered off, however, when he came within three or four hundred yards. He repeated this operation several times during the mid-watch, imposing upon us as often the necessity of calling the men to quarters; indeed, from about half-past two they slept at their guns. Great excitement pervades the entire

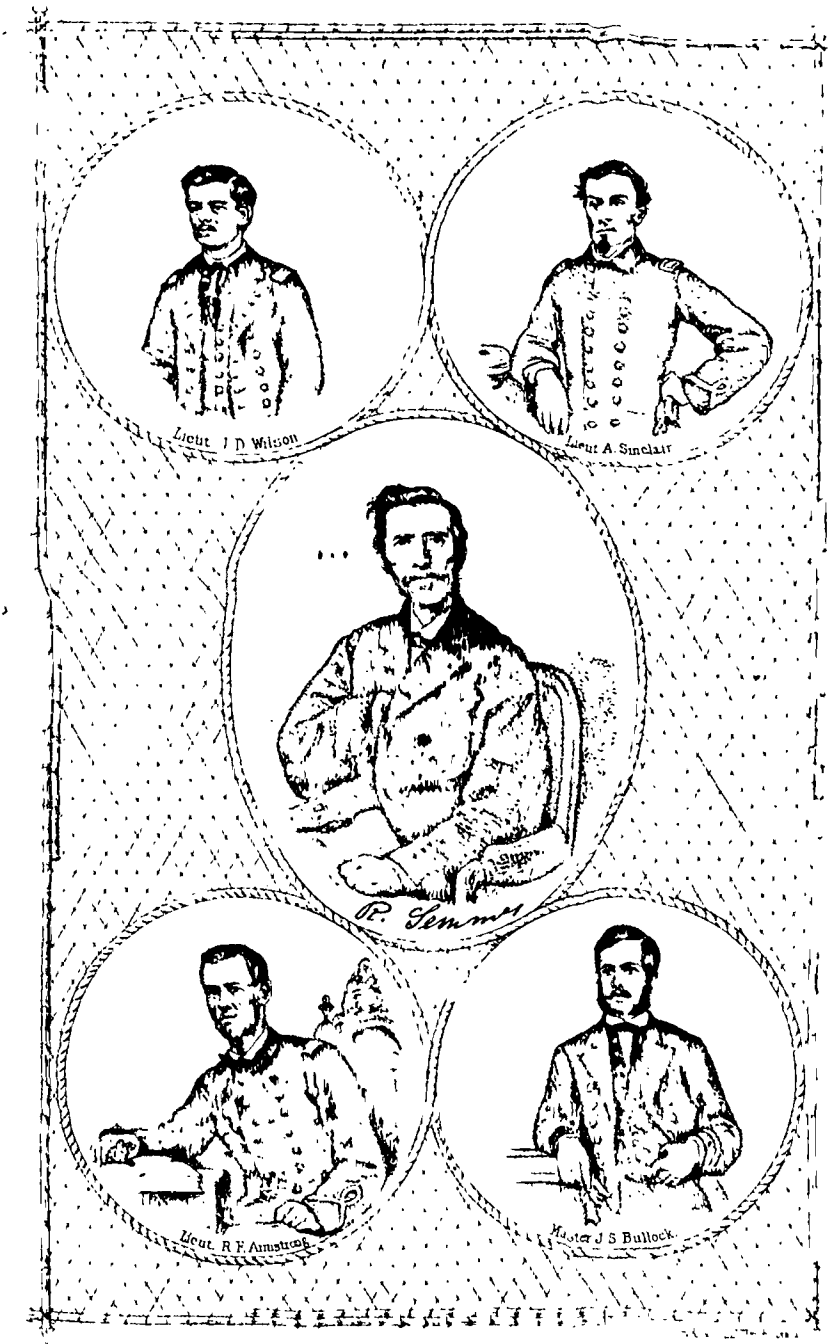
city. The market-square, the quays, and the windows of the houses, are thronged by an eager and curious multitude, expecting every moment to see a combat. The enemy approached us at one time within a ship's length.

Friday, November 15th.— Fine, bright morning. At 7.30 a French steamer of war, L'Acheron, Captain Duchaxel, came in from Fort de France, and made fast to one of the buoys. The Iroquois about a mile from us. At 8.30 sent a boat on board the Frenchman to pay the usual ceremonial visit. The throng in the town unabated, multitudes being gathered near the water, looking out at the two ships. At 10 the French captain paid me a visit. He came up, he said, with orders from the Governor, to preserve the neutrality of the port between the two belligerents, and in case the Iroquois came to an anchor, to demand of the captain a promise that he would not pro-

ceed to sea for twenty-four hours after our own departure. I wrote to the Governor, informing him of the violation of the neutrality of the port by the Iroquois, and desiring him to apply the proper remedy:—

C.S. steamer Sumter, St. Pierre,
Island of Martinique,
November 15th, 1861.

SIR,—I have the honour to inform your Excellency that I am closely blockaded in this port by the enemy's steam sloop-of-war Iroquois, of twice my force. This vessel, in defiance of the law of nations, and in contempt of the neutrality of this island, has boldly entered the harbour, and without coming to anchor is cruising backwards and forwards in a menacing attitude, not only within the marine league of the shore, but within less than a ship's length of this vessel, which is moored not more than one hundred yards from the beach.


Lieut J D Wilson
Lieut A Sinclair
R. Semmes
Lieut R F Armstrong
Master J S Bullock

During the past night she several times approached me within fifty or a hundred yards. I deem it my duty to acquaint your Excellency with these facts, and to invoke your authority for the preservation of my just rights within your waters. I take the following principles, applicable to the present case, to be well settled by the law of nations:—Firstly, that no act of hostility, proximate or remote, can be committed by any belligerent in neutral waters; secondly, that when a cruiser of one belligerent takes refuge within the waters of a neutral power, a cruiser of the opposite belligerent cannot follow her into those waters for purposes of hostility, proximate or remote. It is not only unlawful for her to approach within the marine league, for the purpose of watch and menace, but it is equally unlawful for her to hover about the coast of the neutral, at any distance within plain view, for the same purposes. All these are remote or prospec-

tive acts of war, and as such, offensive to the neutral power. Thirdly, that when opposite belligerents meet by accident in a neutral port, if one of them departs therefrom, the other is bound to wait twenty-four hours before departing. For the opposite belligerent to depart immediately in pursuit, is to avail herself of the neutral territory for the purpose of war. She commits, by the very fact of sailing, a remote act of hostility which is offensive to the neutral state.

In view of the foregoing facts and principles, I respectfully request that your Excellency will cause the Iroquois to cease hovering about the coast of the island for the purpose of watching my movements; in other words, to withdraw herself out of plain sight. Or if she prefers to come in, to anchor, to direct either that she shall depart twenty-four hours before me, or wait twenty-four hours after my departure, whichever she may prefer. I shall be ready

for sea in four or five days, as soon as my engineers make some necessary repairs to my machinery.

In conclusion, it is quite possible that the captain of the Iroquois may arrange some signals for giving him intelligence of my movements, with the United States consul at this port, and I have therefore to request that some officer may be charged with the prevention of any such act of hostility.

I have the honour to be, &c.,

(Signed) R. SEMMES.

To His Excellency
M. Maussion de Condé,
Admiral and Governor of Martinique.

During this night the Iroquois did not approach us so near as on the past night. Closed in the gun-deck ports, got the swinging booms alongside, and directed the crew, in case of being called to quarters during the night, to repair to the spar-deck

as boarders, boarding being the mode in which the enemy would attack us, if at all.*

* On the 14th, at 4 P.M., when we had nearly finished coaling and other arrangements for sea, a steamer was seen rounding the north point of the island. She was under Danish colours, and had made, it was evident, some ludicrous attempts at disguising herself—such, for instance, as a studied disarrangement of her yards, and some alteration of her head-booms. I was under the impression at the time that we were very old birds to be caught with such chaff. She came up slowly at first, evidently not seeing us as we lay concealed in the shadow of the hills; but when within about two miles, we could see, with the aid of our glasses, the water curling from her bows, and we knew that the Yankee had scented his prey; or, to employ the expressive phrase of our rough old signal quartermaster, "she had got a bone in her mouth." All the good citizens of St. Pierre came down to the beach to witness the scene, and a great many indulged their aquatic instincts by swimming out to us to await the *dénouement*. The Iroquois was now close on to us, and when about a hundred yards distant, hauled down the Danish colours, and set the stars and stripes in their place. Thus we were once more in the presence of our hated foe.

The Iroquois is one of the new class of gunboats,

Saturday, November 16th.—The Iroquois ahead of us, about a mile distant. At 10 A.M. I returned the visit of the French commander. I pointed out to him the in-

powerfully armed with nine and eleven-inch guns, and is about 1000 tons burden. Her crew consists of about 200 men; and we knew it was useless for the Sumter to think of fighting her, our only hope of escape being by strategy. The enemy stood in close to the land, and sent a boat on shore to communicate with the U.S. Consul and the French authorities, being, however, very careful not to drop anchor. Captain Palmer informed his Excellency the Governor that there was a pirate at anchor in the port of St. Pierre, and requested permission to destroy her; but this was refused emphatically, and the irate commander furnished with the proclamation of his Imperial Majesty Napoleon III., according belligerent rights to the Confederate States, and decreeing strict neutrality on the part of France. He was informed that it was necessary for the Iroquois either to cast anchor, or leave the waters of the isle, and if accepting the former alternative, that an interval of twenty-four hours must elapse between the departure of either belligerent; also that, in case of any breach of neutrality occurring, the forts would open on the offending party. After remaining

solent manner in which the Iroquois was violating the neutrality of the port. No additional order had been received from the Governor. Scraping and painting ship, and

stationary for some two hours, her boat returned. The Iroquois stood out of the harbour, taking a position a short distance ahead of us, and commenced backing and filling across our bows. Meanwhile the crew of "the pirate" were not idle; every preparation was made to repel boarders, and to defend our ship to the last extremity. The crew were inspected, and every man seen to be properly armed and equipped for action. We fully expected an attack that night, and remembered the threats and loud pretensions of not respecting any neutrality which prevented them from destroying the Sumter, as made by the commander of the Niagara, and the redoubtable Porter of the Powhattan, — this latter gentleman having actually followed us as far as Maranham, only to find the people Sumter-mad on his arrival. Very few on board the Sumter that night felt any inclination for slumber; the men were sitting about in groups, commenting in low tones on the contest which now seemed to be imminent; while those officers who were at leisure were gathered on the quarter-deck, engaged in the same interesting discussion.

At 2 A.M. the word was passed by the look-outs

repairing the engine to put it in thorough condition for service. At meridian the Iroquois came to anchor about half a mile from us, at the man-of-war anchorage. The captain of the Acheron visited me, to say

forward that the Yankee was bearing down close upon us, and the order passed, almost in a whisper, "to go to quarters." I never saw men obey an order with more alacrity. In a few minutes the boarders, pike-men, and small-arm men were ranged in three lines close to our low rail, to await his attack, all preserving a perfect silence that seemed death-like. When about twenty feet distant from us, we heard the deep tones of her bell in the engine-room, as it rang the order to back; but not before we had discovered her men at quarters, and, in fact, presenting every appearance of a ship intending to board an enemy. A single stray pistol-shot would have brought on the engagement, and to judge from the lights and signals glancing along the fortifications, the Frenchmen would have taken a hand, too. The appearance of our decks next morning was amusing. The men were strewn about promiscuously, fully armed and accoutred for battle, endeavouring to obtain some rest; a stranger might easily have imagined us to be a buccaneer. Captain Palmer stated next day that he was afraid we would board

the Governor had directed him to inform me that if I preferred it, he would be glad to have me visit Fort de France with my ship, where he could afford me more ample protection, and whither, he presumed, the

him in boats, when asked the meaning of his threatening manœuvres; but it was difficult to believe that the commander of a ship of war would make such a flimsy excuse; and let us hope for his own credit that he did not really believe his own statement. The demeanour of the crew was most satisfactory. No noise or bustle could be noticed; but a quiet, firm determination was expressed in the countenance of each man to defend our noble little ship to the bitter end, and never strike our flag to the foe. These flagrant violations of neutrality greatly irritated the inhabitants, and the better portion of them threw off their thin mask of indifference, and openly expressed sympathy for us. Some were so excited as to volunteer to go with us; but their kind offers were not accepted. The negroes, however, did not seem to recognise us for what we really are, their best friends, but were somewhat opposed to the Sumter; and their allegiance to our enemy was made the subject of one of Captain Palmer's voluminous despatches to Mr. Gideon Welles. —*Index.*

Iroquois would not follow me; and if she did, that he would compel her to depart from French waters.

I replied that before deciding upon this invitation, I would wait and see whether the Iroquois accepted the condition of remaining twenty-four hours after my departure, or departing twenty-four hours before me. The Iroquois got under way again immediately after anchoring, and in the evening the captain of the Acheron sent a lieutenant on board of me, to say that the commander of the Iroquois refused to accept the condition, and that he had been directed to withdraw himself beyond the marine league in consequence. She remained a few hours to supply herself with refreshments, and as night fell took her station; but not at the distance of a marine league *during the night.*

We have thus taught this ignoramus Yankee captain some knowledge of, and

some respect for, the laws of neutrality. In the afternoon I took a delightful stroll along the beach northward.

Sunday, November 17th.—Morning fine. Visited the church opposite the ship, and heard mass. The congregation was very large, composed chiefly of blacks—women. We were politely shown into the trustee's pew. A short sermon, chiefly addressed to some young persons who had just made their first communion, was delivered by a good-looking young priest, who had fair command of language, and was easy and graceful in his manner.

A sort of police officer, or fugleman, officiated here, as at Fort Royal—a feature which I did not like. The Iroquois preserves her distance by daylight.

Monday, November 18th.—The enemy cruising off the harbour as usual. During the morning a French man-of-war schooner arrived from Fort de France, with the

Governor on board (who visits St. Pierre to distribute premiums to the schools), and about one hundred troops to reinforce the fort. Repairing our machinery and painting ship. Some boatmen have been imprisoned by the authorities for going out to the enemy. At nightfall the Director of the Customs came off to see me, and said that the Governor had told him he expected to see the Captain of the Sumter at his (the Director's) house; adding, that he said this of his own accord—the Governor not having authorized him to say as much to me. I took the hint, and went on shore at 8 P.M., accompanied by my clerk, to call on his Excellency. He did not seem to have anything in particular to say, except to renew his invitation for me to go to Fort de France in my ship, which I declined, on the ground that this would be a more convenient port from which to escape, and one affording more facilities for the repairs of

my engine. He told me that the Captain of the Iroquois pleaded ignorance as to his violation of the neutrality of the port; but added, he knew better. An American (enemy) schooner got under way at dusk, and stood out to the Iroquois, where she remained about an hour, before proceeding on her cruise to the northward and westward.

Tuesday, November 19th.—Some surf observable this morning, increasing until about 4 P.M.; the wind variable, settling for a short time in the south-east. I became anxious on account of my berth, which was represented to me as insecure, in case of a blow from seaward. I sent and got a pilot on board, but when he came he said he thought we should not have bad weather; and as by this time the sea had gone down, I was of his opinion, and concluded to remain at my anchors for the present, especially as the repairs to our machinery would be finished

by to-morrow evening. Heavy rain in the evening. The Iroquois within the marine league. Visited by the commander of the French schooner of war, whom we called on yesterday. About 10 P.M. the British mail steamer arrived from St. Thomas. Sent a boat on board of her, and got English papers to the 1st November. She brings intelligence of the enemy's steamer St. Jacinto, having boarded an English steam-packet, and taken out of her Messrs. Slidell and Mason, who had been carried to the Havannah by the Nashville. The English people will regard this as an insult to their flag, and in this way it may do us good. Night clear; moon rising a little before eight. Not quite darkness enough for our purpose yet.

Wednesday, November 20th. — Morning clear; wind variable. The Iroquois never loses sight of us, violating the neutrality of the port by night by coming

within the marine league to observe us. Sent the engineer on shore to hurry the repair of his pumps. Loosed sails. Furled at meridian, and ordered the fires to be lighted at 1 P.M.; the weather looking unsettled, heeled the ship, and scraped the grass off her port side near the water-line. The Iroquois crawled in again last night within about a mile and a half. As it was cloudy, we lost sight of her in the early part of the night for the first time.

Thursday, November 21*st.*—Cloudy, with slight showers of rain. Drew the charges from the battery, and reloaded it; and examined and put in order for action the small arms. Got up some barrels of salt provisions, and arranged them on each side of the quarter-deck to trim ship. She lay an inch or two too much by the head. A boat employed filling up our water. Changed our fasts to the shores in readiness

for a move. Hurrying the engineer with his work. I fear every moment to see another enemy's ship arrive. During the morning the Governor returned in the Acheron to Fort de France. In the afternoon the Acheron came back. Wrote a note to the latter complaining of the continued violation of the neutrality of the port by the enemy's ship. Engineer not ready, so we are obliged to lie over another day.

C. S. Steamer Sumter, St. Pierre,
Nov. 21st, 1861.

Sir,—It becomes my duty to complain of the continued violation of the neutrality of this port, and of my right of asylum, by the enemy's steam-sloop of war the Iroquois.

This vessel, in shameful disregard of the warnings she has received from his Excellency the Governor, comes every night, under cover of the darkness, within a mile and a-half, or less, of the anchorage. Last

night, at nine o'clock, she was seen from my deck with the naked eye, assisted by an occasional flash of lightning; and as the night was comparatively obscure, no vessel, not being under sail, could have been seen at a greater distance than from a mile to a mile and a quarter.

I have besides to inform you, that two small boats communicated with the enemy in broad daylight yesterday, one of them pulling, upon leaving her, to the north point, and the other to the south point, of the harbour.

I have, &c., &c.,

(Signed) R. SEMMES.

To M. Duchaxel,
Commander of His French Majesty's
Steamer, L'Acheron.

Friday, November 22nd. — The enemy about two and a half miles distant. The engineer will be ready to-day, and, God willing, we will get out to-night. Wrote

to the captain of the Acheron, in reply to the position assumed by the governor :—

C.S. Steamer Sumter, St. Pierre,
Nov. 22nd, 1861.

SIR,—I have had the honour to receive your letter of yesterday, in which you communicate to me the views of the Governor of Martinique relative to the protection of my right of asylum in the waters of this island; and I regret to say that those views do not appear to me to come up to the requirements of the international code. The Governor says, "that it does not enter into his intentions to exercise towards the Iroquois, either by night or by day, so active a surveillance as you desire." And you tell me that "we ought to have confidence in the strict execution of a promise made by a commander in the military marine of the American Union, so long as he has not shown to us evidence that this engagement has not been scrupulously fulfilled." It

would appear from these expressions that the only protection I am to receive against the blockade of the enemy is a simple promise exacted from that enemy, that he will keep himself without the marine league of the land; the Governor in the meantime exercising no watch by night or by day to see whether this promise is complied with. In addition to the facts related by me yesterday, I have this morning to report that one of my officers, being on shore in the northern environs of the town last night, between eight and nine o'clock, saw two boats each pulling eight oars, the men dressed in dark clothing, with the caps usually worn by seamen of the Northern States, pulling quietly in towards the beach. He distinctly heard a conversation between them in English, one of them saying—"Harry, there she is; I see her"—in allusion, doubtless, to the presence of my vessel. These boats, no doubt, have orders to make signal to the Iroquois the moment they discover

me under way. Now, with all due deference to his Excellency the Governor, I cannot see the difference, between the violation of the neutrality of these waters by the enemy's boats, and by his ship. And if no strict surveillance is to be "exercised either by night or by day," I am receiving very much such protection as the wolf would accord to the lamb. Is it an act of love for the enemy to approach me with his boats for the purpose of reconnaissance, and especially during the night? and I have the same right to demand that he keep his boats beyond the marine league as that he keep his ship at that distance. Nor am I willing to rely upon his promise, that he will not infringe my rights in this particular. It appears to me further, especially after the knowledge of the facts which I have brought to your notice, that it is the duty of France to exercise surveillance over her own water, "both by night and by day," when an enemy's cruiser is

blockading a friendly belligerent, who has sought the asylum in those waters accorded to him by the law of nations. I have, therefore, respectfully to request that you will keep a watch by means of guard boats, at both points of this harbour, to prevent the repetition of the hostile act which was committed against me last night; or, if you will not do this yourself, that you will permit me to arm boats and capture the enemy when so approaching me. It would seem quite plain, either that I should be protected, or be permitted to protect myself. Further, it is in plain violation of neutrality for the enemy to be in daily communication with the shore, whether by means of his own boats, or boats from the shore. If he need supplies, it is his duty to come in for them; and if he comes in, he must anchor; and if he anchor, he must accept the condition of remaining twenty-four hours after my departure. It is a mere subterfuge for him to remain in the offing, and supply

himself with all he needs, besides reconnoitreing me closely by means of boats. I protest against this act also. I trust you will excuse me for having occupied so much of your time by so lengthy a communication, but I deem it my duty to place myself right upon the record in this matter. I shall seize an early opportunity to sail from these waters; and if I should be brought to a bloody conflict with an enemy, of twice my force, by means of signals given him in the waters of France, either by his own boats or others', I wish my government to know that I protested against the unfriendly ground assumed by the Governor, that "it does not enter into his intentions to exercise towards the Iroquois, either by night or by day, so active a surveillance as you [I] require."

I have the honour to be, &c. &c.

(Signed) R. SEMMES.

M. Duchaxel,
Commander of H.I.M. Steamer, L'Acheron.

C.S. Steamer Sumter, St. Pierre,
Nov. 23, 1861.

SIR,—I have the honour to inform you that the pilot of the enemy's steamer Iroquois habitually spends his time on shore in this port; and that last night he slept on board the enemy's topsail schooner moored near the beach, in the vicinity of the English barque Barracouta. I have ample evidence outside of my ship to establish these facts. Now, it must be obvious to you that the enemy has sent this man into French waters to act as a spy upon my movements; and he has, no doubt, in his possession rockets or other signals, with which to communicate my departure to his ship. This man, though only a pilot, and temporarily employed on board the Iroquois, is in law as much an officer of that ship, for the time being, as any one of her lieutenants.

The case, then, may be stated thus:—A

lieutenant of the Iroquois not only spends his time *habitually* on shore, but sleeps at night on board another vessel of the enemy, instead of sleeping at a hotel, the better to enable him to observe my movements, and communicate them to his ship. And yet all this is permitted by the authorities!

I most respectfully but earnestly protest against this violation of my rights. As I stated in my letter of yesterday, an act of reconnaissance (and still more an act of reconnaissance for the purpose of giving information by signal) is an act of war; and will France permit an act of war to be committed against me in her own waters, and under the eye of her authorities, civil and military?

In conclusion, I request that you will issue an order, requiring this spy to depart to his ship, and that you will also take the proper steps to prevent the schooner in

which he stays from making any signals to the enemy.

I have the honour to be, &c. &c.

(Signed) R. SEMMES.

M. Duchaxel,
Commander of H.I.M. Steamer, L'Acheron.

NOTE.—The Sumter went to sea from the port of St. Pierre on the evening (8 o'clock) of the date of the preceding letter, and, as was predicted, the light was burned on board the American schooner to signal her departure to the Iroquois.

R. S.

Muffled the windlass. Getting on board some water. Last night, between eight and nine o'clock, the engineer being on shore, near the north end of the town, saw two of the Iroquois' touts, and heard one of them say to the other "Harry, that's she—I see her:" in allusion, doubtless, to the presence of this vessel. We were all very

anxious as the night approached as to the state of the weather; and lo! for the first time in five or six days, we had a beautiful star-light night, without a speck of cloud anywhere to be seen. The enemy continued plain in sight, and our black smoke, as it issued from the stack, would have betrayed us at a distance of five miles. We were therefore reluctantly compelled to give up the attempt.

Saturday, November 23rd.—Beautiful clear morning, with every appearance of settled weather. Fine starlit nights and clear settled days, though very pleasant to the lover of nature, are not quite such weather as we require for running a blockade by a ship which keeps herself in plain sight of us, and which has the heels of us. But we must have patience, and bide our time. Several sail have come in and departed during the last twenty-four hours. The enemy in the offing as usual. Towards noon it began

to cloud up, and we had some rain, and I had strong hopes that we should have a cloudy, dark night. The moon would not rise until seven minutes past eleven, and if we could be aided by a few clouds we should have sufficient darkness; for be it known that in these tropical climates, where almost every star is a moon, there is no such thing as darkness when the firmament is clear. But my hopes began to fade with the day, for one cloud disappeared after another, as the sun went down, until the night promised to be as serene and bright as the last. Venus, too, looked double her usual size, and being three hours bright at sunset, poured forth a flood of light, little less than that of the moon in a northern latitude. Notwithstanding all these discouragements however, I resolved to attempt the run, and having made all the necessary preparations silently, so as not to awaken the suspicions of the townspeople, who were always on the alert,

at about five minutes before eight o'clock gun-fire, I directed the chain to be slipped, and the fasts to the shore cut, and put her under steam. The enemy being on my starboard bow, and apparently standing towards the north point of the roadstead, I headed her for the south point, giving her full steam. So much on the *qui vive* were the townspeople, that we had scarcely moved twenty yards when a shout rent the air, and there was a confused murmur of voices, as if Babel had been let loose. As we neared the French steamer of war, Acheron, signals were made to the enemy by means of blue lights from one of the Yankee schooners in port: perceiving which, and knowing that the signals were so arranged as to designate our direction, after moving a few hundred yards further, I doubled, and came back under cover of the land, while I stopped once or twice to assure myself that the enemy was continuing his course in the op-

posite direction, in obedience to his signals; when, as soon as the engineer could do so (for he had to cool his bearings, and this was truly an anxious moment for me), I gave her all steam, and stood for the north end of the island. As we approached it, the Fates, which had before seemed unpropitious to us, began to smile, and the rain-squall, which had come up quite unexpectedly, began to envelope us in its friendly folds, shutting in our dense clouds of black smoke, which were really the worst tell-tales we had to dread. The first half-hour's run was a very anxious one for us; but as we began to lose sight of the lights of the town and to draw away from the land, we knew that the enemy had been caught in his own trap, and that we had successfully eluded him. I had warned the French authorities that their neutrality would be disregarded, and that these signals would be made. The commander of the Iroquois had been guilty of a shameful

violation of good faith towards the French naval officer, to whom he made a promise that he would respect the neutrality of the port, by sending his pilot on shore, and arranging these signals with the Yankee skippers. Yankee faith and Punic faith seem to be on a par. Our ship made good speed, though she was very deep, and by half-past eleven we made up with the south end of Dominica. Here the wind fell, and we ran along the coast of the island in a smooth sea, not more than four or five miles from the land. The moon by this time being up, the bold and picturesque outlines of this island, softened by the rains and wreathed in fleecy clouds, presented a beautiful night-scene.

The sleeping town of Rousseau barely showed us the glimmer of a light, and we passed but one coasting schooner. At 2 A.M., we were off the north end of the island, but now heavy rain-squalls came up, and rendered it so thick, that we were obliged to

slow down, and even stop the engine, it being too thick to run. The squall lighting up a little, we endeavoured to feel our way in the dark; mistook the south for the north end of Prince Rupert's Bay, and only discovered our mistake when we had gotten fearfully near the shore, and had whitened our water! Hauled her broad out, and again put her under very slow steam. The weather now lighting up more, we put her under headway again, doubled the island, and shaped our course E. by N. It was now 4·30 A.M., and I went below and turned in. *Deo gratias.* Poor D., the quartermaster, I had to depose him from his high office of night look-out this night. He had been remarked for his keen vision by night; but on this occasion he was so perturbed, that he saw a steamer bearing down upon him from every direction—even magnifying small sloops into frigates. The evening of this day was lovely, and I think I

have never seen a more beautiful, sedative, poetic, love-in-a-cottage landscape, than the valleys and hills presented in which lies the town of St. Pierre. All these charms were heightened by the presence of grim-visaged war. Our run took every one by surprise—several of the officers had breakfast and dinner appointments for several days ahead. My crew seem to be highly delighted at our success in "doing the Yankee;" but I am not sure that an old boatswain's-mate, and a hard, weather-beaten quartermaster, who had shaved their heads for a close fight, were not disappointed that it did not come off.

CHAPTER VIII.

Again at sea—Two captures—The Montmorency—The Arcade—Eastward, ho!—The Vigilant taken—News from home—Dirty weather—The whale—Ebenezer Dodge—In irons—A cyclone—The gale rages—Fire!—Christmas day—No luck—The clank of the pumps—Cadiz.

ONCE more afloat on the open sea; and at 4 P.M. of Monday, November 25th, a promising commencement was made in the capture of the fine ship Montmorency, of 1183 tons, laden with Welsh coal for the English Mail Packet service. And, fortunately so for her, or she would have shared the fate of the Golden Balance, the Daniel Trowbridge, and other "burnt-offerings" of the little Sumter. As it was, she paid a light toll in the shape of small supplies of paint, cordage, &c., and

entering into a ransom bond for 20,000 dollars, to be paid to the Confederate States Government at the end of the war, her captain and crew were paroled, and she herself permitted to proceed on her voyage.

At 1.30 P.M., on the 26th November—writes Captain Semmes—showed first the United States and then our own colours to an English schooner, probably from the Bahamas to the Windward Islands, and at three captured the United States schooner Arcade from Portland Maine to Port au Prince, Guadaloupe, loaded with stores. The master and half-owner of the schooner was Master of the barque Saxony at the time of the loss of the Central America, and was instrumental in saving lives on that occasion, for which a handsome telescope had been presented to him. I had the pleasure of returning the glass to him, captured among the other effects of his vessel.

Took the master and crew on board (a rough sea running), and set fire to her. At 4.40 stood on our course. The blaze of the burning vessel still in sight at 8 P.M. During the night the wind lulled and became variable. Hauled down the fore and aft sails, and steered N.E. The prize had no newspapers on board, but we learned from the master that the great naval expedition which the enemy had been some time preparing had struck at Beaufort, South Carolina, on Port Royal Sound. No result known.

After five days of hard fighting with the strong N.E. trade, blowing for the most part half a gale of wind, and with thick and dirty weather, the enemy is at length overcome, the sky clears, and the Sumter's head is turned towards Europe. And now for a time Yankee commerce was to have a respite, its relentless little enemy

directing its attention exclusively towards maturing her voyage across the Atlantic. She had at this time but sixty days' water for her own crew, in addition to whom there were now the six prisoners taken from the schooner. The passage, too, would have to be made for the most part under canvas, and would probably not occupy less than fifty days. Of course, she had now but six or seven days' supply of coal—a small reserve in case of emergency, and hardly sufficient to enable her to cruise a few days on the other side, and, if possible, not go quite "empty-handed" into port.

Still the days were not altogether uneventful, and before the week was out, a fine prize ran, as it were, into her very arms. Of this capture the journal gives the following account:—

Tuesday, December 3rd.—At 6.30 A.M. Sail, ho! a point on the starboard bow. At 7.30

the sail which was standing in nearly the opposite direction from ourselves, approached us within a couple of miles. We hoisted French colours, when she showed United States'. Took in all the studding sails, hauled by the wind, tacked, and fired a shotted gun. The stranger immediately hove to. Lowered a boat, and sent a lieutenant on board of him. Stood on and tacked, and having brought the stranger under my guns, I began to feel sure of him (our smoke stack was down, and we could not have raised steam in less than two hours and a half). He proved to be the ship Vigilant, of Bath, Mobile, bound from New York to the guano island of Sombrero, in ballast. Captured him. Took from on board, chronometer, charts, &c., and a nine-pounder rifled gun, with ammunition, &c. Set him on fire, and at 3 P.M. made sail. This was a fine new ship, being only two years old, and worth about 40,000 dollars.

Lat. 29.10 N., Long. 57.22 W. Steering E. by N. We received a large supply of New York papers, to the 21st November. We learned from these papers that the San Jacinto was in search of us when she took Messrs. Mason and Slidell from on board the Trent. "' The enemy has thus done us the honour to send in pursuit of us the Powhattan, the Niagara, the Iroquois, the Keystone State, and the San Jacinto.

Dirty weather now for several days, the little vessel rolling and straining, and withal beginning to leak to an extent which caused no small anxiety to those in command. Still, however, she was quite up to mischief, and on the 8th December, the Ebenezer Dodge, twelve days from New Bedford, bound to the Pacific on a whaling voyage, was added to the fatal list. Forty-three prisoners were now on board, cooped up

with the crew in the narrow berth deck, when the weather forbade their appearance on deck, and the little Sumter was beginning to feel herself overcrowded.

It became necessary to adopt precautions, and one half of the prisoners were now kept constantly in single irons, taking it turn and turn about to submit to the necessary but disagreeable infliction. The wind, too, hung perseveringly in the east, and things were getting uncomfortable. They were destined, as the following extracts will show, to be yet more so.

Wednesday, December 11th. — As ugly-looking a morning as one could well conceive. Thick, dark, gloomy weather, with the wind blowing fresh from the east, and threatening a gale (bar. 29·70 and falling) and a steady but moderate rain falling. Put the ship under short sail. Our large number of prisoners renders the crew very

uncomfortable during this bad weather. At meridian, gale blowing, with thick, driving rain. Lat. 32° 48′ N., Long. 49° 32′ W. D.R. At 2 P.M. dense clouds hanging very low all around the horizon in every direction. Wind about E.S.E., inclined to haul to the southward. Bar. 29·59. The pall of clouds is not so dense as at noon, and the rain comes only occasionally in squalls. The clouds are rifted, and appear to be on the point of rapid motion. Wore ship to the northward and eastward. The wind soon after backed to the northward and eastward, and we had to run the ship off N.W. for a while. Towards night, however, the wind went back to E., and blew very fiercely, raising very heavy and irregular sea-squalls of rain. The lightning was very vivid. It blew very heavily until about 1 A.M., when it abated for more than two hours, blowing only in puffs, and then not very hard. Near the centre of the cyclone,

lowest barometer. A little past midnight a quartermaster entered with the report that the starboard-bow port had been stove in! It was then blowing furiously. I immediately despatched the first lieutenant to barricade the port and stop out the water as effectually as possible, in which he succeeded pretty well. This report gave me considerable anxiety, as the ports in the gun-deck and the uppermost works of the ship, are her weak points at which the gale would assault her with most effect. In the meantime the barometer has been gradually settling, settling, settling—sometimes remaining stationary for several hours and then going down as before. At 8 P.M. it was 29·53. We had an awful night—no one able to sleep.

Thursday, December 12th.—Thick, gloomy weather, with the gale raging as fiercely as ever. It blew very heavily all the morning. The barometer continued to sink until it reached 29·32 — at 6 A.M. its lowest

point. The wind has hauled to the south. We are evidently in a cyclone, having taken it in its northern quarter, the gale travelling north. On the starboard tack, its centre has passed to the west of us. Ordered the donkey engine to be got ready for use last night, in case the ship should make more water than the small bilge pumps could throw out. Carried away the flying jibboom at 7.30 A.M. —saved the sail. As the gale progressed the wind hauled to the south and west; and at 4 P.M., judging that the strength of the gale had passed us, I kept the ship on her course, E. by S., which gave a quartering wind and sea; and although the sea was heavy, and the wind yet blowing a gale, she made beautiful weather of it, scudding as well as she had lain to. The wind blew fresh all night, with a slowly rising barometer.

Escaped the "cyclone," a fresh danger

threatened, and from the element more feared by the sailor than either wind or water in their wildest moods. It was about midnight of December the 14th that the watch on deck were startled by the smell of fire, soon followed by the appearance of smoke pouring out of the ventilator leading up from the berth deck. The alarm was immediately given; hands turned up and sent to quarters, and a strict investigation made. Fortunately no damage was done except to a mattrass and pea-jacket which were partly consumed; but the escape was a narrow one, and the sentries on duty below no doubt considered themselves well off, to escape with no other punishment for their carelessness than a week's stoppage of their grog.

On went the Sumter with varying fortune, now running pleasant races with some huge whale, that left a track upon the water almost as broad as their own; now rolling and tum-

bling in a gale, with ports barricaded to keep the water out, and donkey engine rigged to keep it under. And at last the continued bad weather and consequent confinement to the crowded lower deck, began to tell upon the health of the crew, and no less than twelve were at one time upon the sick list. The little vessel herself too was getting rapidly invalided. The leak increased terribly, and fully half the day was taken up at the pumps. The Christmastide entries in the Journal are as follows—

Tuesday, December 24th. — An unpropitious Christmas-eve; the gale of last night continuing, with rain and a densely overcast sky. The barometer is rising, however, which is a portent that the gale will not last long. I have abandoned the idea of attempting to run into Fayal. These Azores seem to be so guarded by the Furies of the storm, that it would appear to be a

matter of great difficulty to reach them in the winter season. We have thirty-eight days of water on board, allowing a gallon to a man; but still I have put the officers and crew on the allowance of three quarts per day. I will run for the Straits of Gibraltar, which will carry me in the vicinity of Madeira, should I have occasion to make a port sooner.

Weather breaking somewhat at noon, but still thickly overcast. No observation. Lat. 37° 31′ N., Long. 31° 70′ W. by computation. It freshened up from the N. at 2 P.M., and blew a gale of wind all night from N.N.E. to N.N.W. Running off with the wind a little abaft the beam very comfortably; but the two small pumps were kept going *nearly all night*. They do little more than keep her free.

Wednesday, December 25th. — Christmas-day! Bringing with it, away here in mid-ocean, all the kindly recollections of the

season and home, and church and friends. Alas! how great the contrast between these things and our present condition. A leaky ship filled with prisoners of war, striving to make a port through the almost constantly recurring gales of the North Atlantic in mid-winter! Sick list—ten of the crew, and four prisoners. Wind fresh from the N.W. We are making a good run these twenty-four hours. Lat. 36·08 N., Long. 28·42 W. Weather cloudy, and looking squally and ugly, with a falling barometer, it being at noon 29·70; 29·80 is the highest it has been since the last gale. A series of gales commenced on the 19th inst. Altered our course from S.E. by E. to S.E. to avoid the St. Mary's bank; a Captain Livingstone having reported, about forty years ago, that he saw white waters hereabouts, and no nation having thought it worth while to verify the report. Thermometer 63°. Heavy rain-squalls. The weather during the night

was dirty and squally, with lightning all around the horizon by turns, and heavy rain. Spliced the mainbrace!

The 26th December brought the Sumter off Cape Flyaway, and once more she was rapidly approaching the ordinary track of commerce.

Monday, December 30th.—Sail, ho! at daylight, and Sail, ho! in succession during the whole day, until as many as thirty-five were reported. There were as many as nine or ten in sight at one time, all standing on the same course for the tide and wind. Got up steam, and began chasing at 8 A.M., and chased until 4 P.M. The first vessel we overhauled was a Dutch barque, clipper-looking, on board which we sent a boat; and we afterwards overhauled, and caused to show their papers, fifteen others of the fleet, every one of which was European!—Viz. Dutch (ships), 4; English (2 barques and 5 brigs), 7; French (1 ship and 1 brig), 2; Swedish (brig), 1;

Prussian (barque), 1; Hamburg (brig), 1. One of the results of the war is, that in this whole fleet, as far as we could ascertain, there was not a single Yankee! So many ships at the same time so far out at sea, is a sight not often seen. The weather was very thick and rainy, and from the S. to E., a real dirty day; and in such a state of weather, with so many ships running down our track, we had serious apprehensions of collisions as the night set in. To guard against which we set out masthead as well as side lights. At 4.30 P.M., let the steam go down and made sail. No observations. Lat. 35° 39′; Long. 17° 33′ D.R.

We first showed the United States colours to all these vessels, and the only one which saluted it was the Prussian. We afterwards showed our own flag to a number of them, and they all, with one or two exceptions, saluted it. The stream of vessels still continued after nightfall—two

having passed us showing lights, one ahead and the other astern. At 6.15 P.M., or about one hour after dark, the wind was blowing fresh from the E., and they came down upon us with fearful rapidity.

Friday, January 3rd, 1862.—Ugly looking morning, with a falling barometer. Several sail were reported from the masthead during the morning watch. We shortened sail to permit one of them, which was steering the same course with ourselves, to come up with us. She proved to be a Spaniard. We then gave chase to another a-head of us, running before the wind for the Strait of Gibraltar. We chased her some two hours, when it began to blow a fierce gale from the west, which obliged us to give over the chase and to haul up to prevent running to leeward of our port, and to put the ship under short sail and steam. It blew very fiercely until near sunset, and raised a heavy, short, abrupt sea, in which the ship rolled more heavily than

I had ever seen her before. This shook our propeller so as to cause the ship to increase her quantity of water considerably—so much so that the engineer reported that under short steam he was just keeping her free with his bilge-pumps, and that if anything happened to these, he feared the other pumps would not be sufficient. Under these circumstances, I ran in for the land, cutting short my cruise by a day or two, as I had still two or three days' coal on board. We made the Cadiz Light in the mid-watch, —(my fine chronometers!)—a beautiful red flash, and soon after got soundings. Ran in for the light under low steam, and at 7 A.M. we were within four or five miles of it. The morning was wet and gloomy. Fired a gun, and hoisted the jack for a pilot; and soon after, having received one on board, we ran into the harbour and anchored. As we approached, the scene was most beautiful, in spite of the day. The city of Cadiz is a

perfect picture as you approach it, with domes, and towers, and minarets, and Moorish-looking houses, of a beautiful white stone. The harbour was crowded with shipping—*very thinly* sprinkled with Yankees, who could get no freights—and a number of villages lay around the margin of the bay, and were picturesquely half hidden in the slopes of the surrounding mountains, all speaking of regenerate Old Spain, and of the populousness and thrift of her most famous province of Andalusia. Visited by the health-officer, who informed us that unless we were specially exempted, we should be quarantined for three days, for not having a certificate of health from the Spanish Consul at Martinique. A number of merchant ships hoisted their flags in honour of our arrival, and one Yankee showed his in defiance.

CHAPTER IX.

Cadiz harbour—Notice to quit—Local authorities—Wisdom—The Queen of Spain—Docked—Under repair—Deserters—The honour of the flag—The Neapolitan—The Investigator—Gibraltar—Official visits—Up the rock—A legend—Neutrality again—Consular diplomacy—Blockaded—The Tuscarora—Seven in pursuit.

During the stay of the Sumter at Cadiz, and her subsequent arrival at Gibraltar, Captain Semmes made the entries in his Journal which will be found in this chapter.

Saturday, January 4th.—Harbour of Cadiz—ancient Gades—with its Moorish houses and feluccas, or latteen vessels. Some fine oranges alongside,—the product of this latitude, 36° 32′ N., about the same parallel with Norfolk, Virginia. It is one hundred and eighty-eight days to-day since

we ran the blockade at New Orleans, and of this time we have been one hundred and thirty-six days at sea. We are informed this evening that the question of our being admitted to *pratique* (and I presume also the landing of our prisoners) has been referred to Madrid by telegram.

Sunday, January 5th.—Sky partially overcast, with a cool north wind. Thermometer 56°. Early this morning the health officer came alongside, and brought me the order from the Government to depart within twenty-four hours, and a tender of such supplies as I might need in the meantime. I replied as under :—

C.S. Steamer Sumter, Cadiz,
January 5, 1862.

Sir,—I have had the honour to receive, through the health officer of the port, an order from the Government of Spain, directing me to proceed to sea within twenty-four hours. I am greatly surprised at this un-

friendly order. Although my Government has not yet been favourably recognised by Spain, it has been declared to be possessed of the rights of belligerents in the war in which it is engaged; and it is the practice of all civilized nations to extend the hospitality of their ports to the belligerents of both parties alike—whether the belligerents be *de facto* or *de jure*. I am aware of the rules adopted by Spain, in common with the other great powers, prohibiting belligerent cruisers from bringing their prizes into her ports; but this rule I have not violated. I have entered the harbour of Cadiz with my single ship, and I demand only the hospitality to which I am entitled by the law of nations—the Confederate States being one of the *de facto* nations of the earth, by Spain's own acknowledgment, as before stated. I am sorry to be obliged to add, too, that my ship is in a crippled condition. She is damaged in her hull, is leaking badly, is

unseaworthy, and will require to be docked and repaired before it will be possible for her to proceed to sea. I am therefore constrained, by the force of circumstances, most respectfully to decline obedience to the order which I have received, until the necessary repairs can be made. Further, I have on board forty-three prisoners, confined within a small space, greatly to their discomfort, and simple humanity would seem to dictate, that I should be permitted to hand them over to the care of their consul on shore without unnecessary delay.

I have, &c.

(Signed) R. SEMMES.

To his Excellency
The Military Governor of the Port
of Cadiz, Spain.

At 11.30, a boat with the Spanish flag anchored a short distance from me, evidently a guard upon my movements. The Yankees have been at work, no doubt, to

bring all this about. The military governor is telegraphing my reply back, and we shall see what the answer will be.

I was mistaken in the above. The order to proceed to sea was begotten in the wise brains of the local authorities. My reply to it having been telegraphed to Madrid, the authorities were overruled; and the Queen despatched an order to permit me to land my prisoners, and to make such repairs as I needed. So this business, which has troubled us a couple of days, is at an end. This evening, just before dark, a Spanish steam-frigate came down from the Navy Yard, and anchored near us.

Monday, January 6th.—Last night I was aroused at 2.30 A.M., by a boat from the shore, with a note from the military governor, requesting me to delay proceeding to sea, that the *benevolent* intentions of her Majesty's Government in regard to me might be carried out. The "muddy heads"

on shore had received a despatch from Madrid, in reply to my letter to them. Weather clear and bracing. Wind from the north. Thermometer at noon 59.° The steam-frigate disappeared somehow during the night. Protested, as under, against the presence of a health guard-boat:—

C.S. Steamer "Sumter,"
Cadiz, January 6th, 1862.

Sir,—I have had the honour to receive your Excellency's note of to-day, in which you inform me that the proceedings of the local authorities of Cadiz, commanding me to proceed to sea within twenty-four hours, have been overruled by the Government at Madrid, and that the Queen had graciously permitted me to land my prisoners, and to remain to put the necessary repairs upon my ship. Do me the favour to communicate to her Majesty my thanks for her prompt and friendly action in the premises.

In the meantime, allow me most respect-

fully to protest against the presence of the guard-boat which has been placed in surveillance upon my movements, as though I were an ordinary ship of commerce. Compliance with the laws of quarantine should be left with me as a matter of honour, and the presence of this boat implies the suspicion that a ship of war of a friendly Power, could so far forget herself as to infringe the regulations of the port—a suspicion as unworthy the health authorities of the port of Cadiz as it is offensive to me.

I have the honour to be, &c. &c.

(Signed) R. SEMMES.

Señor Ignacio Mendez de Vigo,
Military Governor of the Port of Cadiz.

Tuesday, January 7th.—To-day I received a note from Señor de Vigo, the military Governor, informing me that the Queen's Government had consented to permit me to land my prisoners, and to remain for repairs. He puts my remaining, however, on the ground

of necessity arising out of my crippled condition. Received also a reply from the Yankee Consul to my note about the prisoners: declined to receive it on account of its being improperly addressed.* Landed all the prisoners. Received another note from the Governor, requesting me to hurry my repairs, &c. Sent to the Captain of the port on the subject. Referred by him to Captain-General.

Wednesday, January 8th.—Complained to the Civil Governor of the Paymaster and

* CAPTAIN SEMMES, C.S.N., to U.S. CONSUL, CADIZ.

C.S. Steamer Sumter, Cadiz,
January 7, 1862.

SIR,—Your note of this morning having been sent off to me by a common boatman, I could not learn the name of the writer without breaking the envelope. Having done so, and ascertained it to be from yourself, I decline to receive it, as being improperly addressed. My address is as follows:—

COMMANDER R. SEMMES,
Confederate States Navy,
Commanding C.S. Steamer Sumter.

E. S. Eggleston, U.S. Consul.

Surgeon having been called alongside the guard-boat (whilst coming on board in a shore boat). Despatched a Lieutenant to San Fernando to see the Captain-General about docking the ship. He returned at nightfall, with word that the Captain-General would reply in the morning.

Thursday, January 9th.—Visited by Engineer of docks at San Fernando, to learn the extent of the repairs which we shall require, and to take the dimensions of the ship, to ascertain whether she can enter the only dock that is empty. A fine, clear day, with a pleasant wind from the N. Bar. 30·34., the highest that I have ever seen. No answer from the Captain-General yet (noon), as to our being docked. Besides the six ships which Mr. Welles says have been in pursuit of me — viz., the Powhattan, the Niagara, the San Jacinto, the Iroquois, the Keystone State, and the Richmond — the Ino and the Dacotah are also em-

ployed in this fruitless business. We are fairly in the hands of the circumlocution office. I suppose they are telegraphing Madrid. The greatest excitement prevails all over Europe to learn the result of the English demand for the Commissioners. The general impression is, that the Yankees will give them up, and that there will be no war. The packet from New York is expected in England to-day. In the meantime, Great Britain is calling home her ships of war; the Mediterranean fleet arrived at Gibraltar on January 2nd, and threw the commercial community into the greatest consternation. Received final permission this evening from the Captain-General to enter dock.

Saturday, January 11th. — Visited the shore. Cadiz full of life and bustle. Met Mr. Oliver; he is from the East. He says Russia is laying deep schemes for uniting the whole Sclavonic race under her rule;

and that the *cotton* pressure is felt at Constantinople, up the Danube, and, in short, all over Eastern Europe. Received permission from the Governor to land the marine who was sentenced by court-martial to be discharged. News of the great fire in Charleston. Rumour that the Yankees have given up the Commissioners. Can scarcely credit it as yet. Yankeedom can hardly have fallen so low.

Sunday, January 12th.—Landed the discharged marine. The news that Messrs. Mason and Slidell have been given up appears to be confirmed. The subtle diplomacy notifying the Yankee Government *unofficially*, that the ultimatum would be withheld a short time, to allow them time to give up the prisoners *voluntarily*, was resorted to! The Yankee Consul here gave a dinner on the occasion! The Cadiz papers comment very unfavourably upon this backdown, and insist that notwithstanding, it

is the duty of the great Powers to interpose and put an end to the war. In the afternoon we got under way, and passing through the fleet of shipping, went up to the dock at Caracca, some eight miles east of the city. The harbour is perfect, the water deep, and the buildings extensive. The pilot who took me up, says he is the man to run me out by the enemy, when I am ready—that he was in New Orleans sixty years ago, and remained a year in Louisiana, where he learned to speak the language, which he has not yet entirely forgotten.

Monday, January 13th.—At about 10 o'clock the dockyard people came on board of us, and at 10.30 we were safely docked, and at noon the dock pumped dry. We suffered very little damage from running ashore at Maranham. We indented a small place under the forefoot, and knocked off only a small portion of our false keel instead of the whole of it, as we supposed. We are

now knocking away bulkheads, and removing magazine and shell room to get at the shaft. At 1 P.M. called officially upon the Naval-Commandant, and returned him my thanks for the handsome manner in which he had docked my ship. I spoke of the back-down of the Yankees, which he asserted would make them lose caste in Europe. The great fire at Charleston was alluded to by him, whereupon I remarked that Europe could see from this incident—(the work of incendiarism prompted and paid for, no doubt, by the enemy)—the barbarous nature of the war waged upon us, and told him we were in fact fighting the battles of Spain as well as our own; for if the barbarians of the North succeeded in overcoming the South (which, however, I pronounced an impossibility), and destroying our slave property, in their wild fanaticism and increasing madness, they would next make war on Cuba and Porto Rico. He replied that this war could

not continue much longer; there were people and territory enough in North America to make two great governments, and Europe would, no doubt united, soon interpose. I was treated with great civility and kindness.

Tuesday, January 14th.—* * * Had an interview to-day with the Naval-Commandant, who explained to me the orders he had received from the Government in relation to my ship, which were to put upon her only the *indispensable* repairs, without essential alterations. I expressed myself satisfied with this; told him I knew the solicitude of his Government to avoid complication; and, that so far as depended upon me, he might rely upon it that I would permit nothing to be done which might involve it in any way. Proceeding with the necessary repairs. Some thousand workmen, many of them convicts, are employed in this yard. They have in dock, receiving her copper, a heavy steam frigate constructed

here, and another still larger on the stocks. Immense quantities of timber are in the docks, and though the water is salt it is not attacked by the worm, the ebb and flow of the tide preventing it. Timber which has been forty years in these docks is perfectly sound. Five of my seamen deserted yesterday—all foreigners, I am glad to say. The Commandant has promised to put the police on the scent, but I have no expectation I shall get them.

Wednesday, January 15th.—Having had the plank replaced in the bilge, and re-coppered and overhauled the propeller, we were let out of dock at 1 P.M. These repairs were done with a very bad grace by the Spanish officials, who seemed in a great hurry to get rid of us, lest the affair of our being docked should compromise them! This I suppose was due to official timidity, not to any want of good feeling, as the Commandant of the yard expressed to me his regret at not being

able to put me in complete repair; personally offering to render me any service in his power. Our engine not being ready for use, the Captain-General sent a small steamer to tow me to Cadiz, where we anchored at about 4 P.M. Whilst lying in the dock, a stampede took place amongst my crew, nine of them having deserted. Two were brought back; the rest escaped. Some of these men had behaved themselves very well, but none of them, of course, had any attachment to the flag, not being natives, or, indeed, citizens at all, and, sailor-like, they had got tired, and wanted a change. Some, no doubt, shrank from the arduous and perilous duties of the service in which they had engaged. They took refuge with the Yankee Consul, and it was useless to ask to have them given up. The enemy is certainly good at burning cities by means of negro incendiaries, and at enticing away our seamen. Another lad ran away from a boat this evening. Have directed no boat should

leave the ship without an officer, and that the officer be armed, and ordered to shoot any men who attempt to desert.

Thursday, January 16th.—Called my crew aft and had a talk with them about the bad conduct of their shipmates who had deserted. Told them I did not believe I had another man on board capable of so base an act; that men who could run under such circumstances would run from their guns; and that I did not want such, &c., &c.; and ended by telling them that when funds arrived they should be permitted to go on liberty. * * * At 9 P.M., the aide-de-camp of the Military Governor came on board, bringing a pilot with him, with a peremptory order for me to go to sea. I replied as under:—

C.S. Steamer Sumter,
Cadiz, Jan. 16, 1862.

SIR,—I have the honour to inform you that whilst my ship was in the dock at Caracca eight of my seamen deserted, and I am informed that they are sheltered and pro-

tected by the United States Consul. I respectfully request that you will cause these men to be delivered to me, and to disembarrass this demand of any difficulty that may seem to attend it, permit me to make the following observations:—

* * * * * *

*3. It has been, and is, the uniform custom of all nations to arrest and hand over to their proper officers, deserters from ships of war; and this without stopping to inquire as to the nationality of the deserter.

4. If this is the practice in peace, how much more necessary does such a practice become in war; since, otherwise, the operations of war—remote, it is true—but still the operations of war, would be tolerated in a neutral territory.

5. Without a violation of neutrality, an

* The paragraphs omitted, contain merely a recapitulation of the claim of the Confederate States to full belligerent rights.

enemy's consul in neutral territory, cannot be permitted to entice any seamen from a ship of the opposite belligerents, or to shelter or protect the same; for, if he is permitted to do this, then his domicile becomes an enemy's camp in a neutral territory.

6. With reference to the question in hand, I respectfully submit that the only facts which your Excellency can take cognizance of, are, that these deserters entered the waters of Spain under my flag, and that they formed a part of my crew. The inquiry cannot pass a step beyond, and Spain cannot undertake to inquire, as between the United States Consul and myself, to which of us the deserters in question more properly belong. Such a course would be tantamount to an interposition between two belligerents, and it would be destructive of the essential rights of ships of war in foreign ports, as well in peace as in war.

7. I am inclined to admit that if a Spanish subject serving under my flag

should escape to the shore, and should satisfy the authorities that he was held by me by force, and either without contract, or in violation of contract, that he might be set at liberty, but such is not the present case. The nationality of the deserters not being Spanish, Spain cannot, as I said before, inquire into it. To conclude, the case which I present is simply this:—Several of my crew, serving on board my ship under voluntary contracts have deserted, and taken refuge in the consulate of the United States. To deprive me of the power, with the assistance of the police, to recapture these men, would convert the consulate into a camp, and the consul would be permitted to exercise the right of a belligerent on neutral territories.

I have the honour to be, &c. &c.

(Signed) R. SEMMES.

Exmo. Sr. Don J. Mendez de Vigo,
Military Governor, Cadiz.

Friday, January 17th.—Before I had turned

out this morning the Governor's aide again came on board, stating the order was made peremptory, that I should go to sea in six hours, or I should be forced. I called in person on the Governor, a not over bright official, and endeavoured to make him understand how I was situated, but it seemed impossible. He promised, however, to send a despatch to Madrid, to the effect that I had no coals, and was awaiting funds to procure the same; but, he added, if he received no despatch in the six hours he should require me to depart. I returned on board, and gave the necessary orders to get ready for sea. At 4 P.M., whilst I was weighing my anchor, the General's aide came alongside, and said to me that the Madrid Government had consented to let me remain twenty-four hours, that a despatch was being written to me on the subject, to which the Governor desired that I would reply in writing. I told the officer that, if his

Government had politely acceded to my request, permitting me to remain until my funds arrived, I could have appreciated it; but that being restricted to forty-eight hours, I declined to avail myself of the privilege, and should go to sea; and that the General need not trouble himself to read me the written despatch, as I had no other reply to make. I got under way in a few minutes afterwards, and as I was passing out a boat was seen pulling in great haste towards me, one of the crew holding up a letter in his hand. I did not stop to receive it; I felt too indignant at the manner in which I had been treated to be very civil. We passed outside of the harbour a little before sunset, and held on to the light until midnight, when we steamed for the Strait of Gibraltar.

Saturday, January 18th.— * * * * We entered the Strait of Gibraltar at about 5 A.M., passing the Tarifa Light,

and with the bold shores of both Africa and Europe in plain sight, in the bright moonlight — bright, notwithstanding the passing clouds. We made the Gibraltar light about daybreak, and saw at the same time a number of sail. We gave chase to two that *looked* American, which they proved to be, and which we captured. The first was the barque Neapolitan, of Kingston, Massachussetts, from Messina to Boston, laden with fruit and fifty tons of *sulphur*. The whole cargo was stated by the master, in his depositions, to belong to the Baring Bros., consigned to their agents in Boston—a falsehood, no doubt. Without stopping to look into the *bona fides* of this claim of neutral ownership, it was enough that the sulphur was contraband, and that the fruit belonged to the same owner; I destroyed both ship and cargo. No papers as to the latter were produced. The second vessel was also a barque, the Investigator, of Searsport,

Maine. She being laden with iron ore, the property of neutrals (Englishmen), I released her on a ransom bond; she was bound to Newport, Wales. One fourth of the vessel was owned in South Carolina, and the share of the South Carolina owner was omitted from the ransom bond—amount of bond being less one-fourth fifteen thousand dollars. Having burned the Neapolitan, I steamed in for Gibraltar at 2.30 P.M. Passed under Europa point at about dusk, and stood in, and anchored in the bay at about 7.30 P.M. Boarded in a few minutes by a boat from an English frigate, with an offer of service. Sent a boat alongside the health ship.

Sunday, January 19th.—We found early this morning we had *pratique*. A number of English officers and citizens came on board. At 10 I called on board the frigate that had sent the boat on board of us last night, but was informed that the Captain (who was absent) was not the commanding officer present, and that the latter lived on

shore. At 2 P.M. I landed at the arsenal and called upon the commanding naval officer, who received me very politely. I asked the loan of an anchor, having but one, and the Captain promised to supply me with one if there should be no objection on the part of the law officers of the Crown! Walked from the Captain's little oasis—scooped out as it were from the surface of the Rock, with a nice garden-plot and trees, shrubbery, &c.—down into the town, and called on Lieutenant-General Sir W. J. Codrington, K.C.B., the Governor, an agreeable type of an English gentleman of about fifty to fifty-five years of age. The Governor tendered me the facilities of the market, &c., and in the course of conversation said he should object to my making Gibraltar a *station*, at which to be at anchor for the purpose of sallying out into the Strait and seizing my prey. I told him that this had been settled as contrary to law by his own

distinguished judge, Sir William Scott, sixty years ago, and that he might rely upon my taking no step whatever violative of the neutrality of England, so long as I remained in her ports, &c. The garrison is about seven thousand strong, and it being Sunday, the parade-ground and streets were thronged with gay uniforms. Spain, with her hereditary jealousy and imperiousness of character, is very formal and strict about intercourse with the Rock. The Duke of Beaufort visited us to-day.

Monday, January 20th. — Very fresh, threatening a gale. Ship reported as having dragged her anchor. Ordered steam to be got up and the berth shifted. Ran in nearer to the eastern shore into four fathom water and where it was smoother.

Tuesday, January 21st. — The westerly wind is bringing a fleet of ships into the bay. To-day Colonel Freemantle came on board to return my visit on the part of the Governor, and to read to me,

by the latter's direction, a memorandum of the conversation which had passed between us on Sunday. The points noted were — first, that we had agreed that I should receive all necessary facilities for the repair (from private sources) and supply of my ship, contraband of war excepted; and, secondly, that I would not make Gibraltar a station at which to lie at anchor, and sally out upon my enemy. I assented to the correctness of the Governor's memorandum. The first Lieutenant and Paymaster ashore making arrangements for the purchase of an anchor and chain. The house of Peacock and Co. refused to supply us, because it would offend their Yankee customers. They made arrangements with another party. The town of Gibraltar, from the fact that the houses are built on the side of the Rock, and stand one above the other, presents the beautiful spectacle every night of a city illuminated. Colonel Freemantle politely requested me to visit the various batteries, &c.

Wednesday, January 22nd.—Wind still from westward. Received on board an anchor and chain. Received a letter from Captain Warden, on a point of international law, to which I assented—to wit, that vessels should have twenty-four hours' start.

Thursday, January 23rd.—Visited by Captain Warden, the Senior Naval Officer. Received a letter from Hon. Mr. Yancey, who does not believe that the blockade will be raised for three months. Ordered a survey upon the ship.

Friday, January 24th. — Invited to dine with the 100th, a Canadian regiment. Some of the officers went. Captain Palmer has been relieved by De Camp.

Saturday, January 25th.—We hear a rumour that the Nashville has been sold. Ships arriving and departing constantly.

Sunday, January 26th. — A charming, balmy day, resembling April in Alabama. At 10, went on shore to the Catholic church; arrived as the military Mass ended: many

Catholics in the army. Small church, with groined arches—remnant of Spanish times. After church took a delightful stroll into the country, just above the Alameda. It is a labyrinth of agave and flowers and shrubbery, among which the path zigzags up the mountain-side; geraniums, and jonquils, and mignonette, and lilies are wild. One is only surprised, after looking at the apparently barren face of the rock, to find so much sweetness of Mother Earth. I clambered up a couple of hundred feet, and from that height the bay, the coasts of Spain, and sleeping Africa, robed in the azure hue of distance, and the numerous sail, some under way, and others lying like so many cock-boats, as seen from the height, at their anchors—the latteen craft speaking of the far East, &c. Statue of General Elliot. A number of fine-looking Moors in the streets, picturesque in their loose dresses and snowy turbans. Gibraltar is, indeed, a city of the world, where one sees every

variety of costume, and hears all tongues. Spanish is the predominant language among the commercial classes. Major-General Sir John Inglis (the hero of Lucknow), of the English army, Governor of Corfu, having arrived on his way to the Ionian Islands, visited us to-day to see our ship, which he was kind enough to say had become "quite distinguished."

Monday, January 27th.—A general exodus of the shipping this morning out of the Straits, within which they had been detained some ten days by a head wind. The English mail steamer from Southampton arrived. Received from her a *Times* of the 20th, from which we learn that England had protested against the barbarity of blocking up the harbour of Charleston, by sinking a stone fleet. We feel some anxiety for the safety of Messrs. Mason and Slidell, they having embarked on board the English gunboat Rinaldo, at Princetown, on the 2nd inst., and not having been heard of

on the 10th, although bound to Halifax. A heavy gale blew on the eve of their embarkation.

Tuesday, January 28th. — Preparing the ship for sea, surveying machinery, and very impatiently awaiting news from London.

Wednesday, January 29th. — Visited the shore, and went to the Military Library and Reading Room, where I found the principal London journals. Reported that English Government will consult Parliament about recognising us. Took a long stroll to the east end of the Rock—exceedingly broken and picturesque. Came upon a Moorish burying-ground, looking out upon Africa. Some of the marble slabs had become almost disintegrated by the weather, so old were they. What a history of human affections, hopes, aspirations, tribulations, and disappointments lay buried here! New works, adding additional strength to this renowned fortress, are still going on. * * * *

Thursday, January 30th.— * * * * Visited, in company with Colonel Freemantle, the famous fortifications, passing through the galleries—three tiers, one above the other—in the north end of the Rock. These are huge tunnels, extending from a third to half a mile, with embrasures from space to space for cannon—the solid Rock forming the casemates. From these galleries we emerged out on a narrow footway cut in the rock, and stood perpendicularly over the sea breaking at our feet, and had a fine view of the N.E. face of the Rock rising in a magnificent mass some 1500 feet. From this point a tower, called the Queen of Spain's Chair, was pointed out to me—on the height opposite, to the northward. The legend connected with which is, that during one of the sieges of 1752, the Queen of Spain came to this eminence to witness the assault and capture of the place, and vowed she would not descend therefrom until the flag of Spain should wave from

the Rock. The assault failed, and the Queen in performance of her vow refused to descend, until the Governor of Gibraltar, hearing of the determination of her Majesty, sent her word that he would at a given hour hoist the Spanish ensign that she might descend. This was done, and the Queen was rescued from her predicament without breaking her word.

Having finished our inspection of the Rock, we went through the town, and passed out on to the neutral ground, from which I returned after a four hours' ride completely broken down. On the south end, under a perpendicular wall of rock, that in summer breaks the sun from an early hour in the afternoon, is the Governor's summer residence, to which he resorts for protection against the heat. We met his Excellency and lady, who had come out to look at their summer home, &c. Colonel Freemantle told me that the Spanish Consul, whom he pointed out as we passed the Alameda, had

stated that I was a Spaniard, or at least that my father was—a native of Catalonia —that I spoke Catalan as well as English, and that my name was a common one in that province.

Saturday, February 1st. — Witnessed a review of about five thousand troops in the Alameda. Drums draped with black, and the ornaments of the officers covered with black crape in respect to the memory of the Prince Consort.

Sunday, February 2nd.—Received letters from N——, informing me, that as my ship was unseaworthy, Mr. Yancey had determined to send me the new one built at Liverpool, if I desired it.

Wednesday, February 5th. — A United States merchant ship came in and anchored. Ready for sea. Mr. Joyce came on board, and went afterwards with the Engineer on shore to look at some coal. Mr. Joyce sent word that he could not purchase any, there being a combination against us. Sent the First

Lieutenant to the Governor to represent the facts to him, and to ask for a supply from the public stores. He replied he had no coal under his control, that it belonged to the naval officer, but that he did not think it could be supplied. Expressed his astonishment at the combination of the merchants. Sent a number of men on shore on liberty.

Friday, February 7th. — Liberty-men staying over their time. Two of them have deserted and gone over to the U. S. Consul. One of them has been badly beaten by the rest of the men. Eleven of them came on board later. Visited by a Spanish Lieutenant, who had been directed by the Spanish Naval Commander at Algeciras to see me and state that the U. S. consul had complained to the Spanish government that I had violated the neutrality of Spain by capturing the barque Neapolitan within a mile and a half of Ceutra, on the Marocco coast, and that the Government had given the Admiral orders to see that both bellige-

rents in the war should respect Spanish neutrality. I stated to him in reply that any question which the capture might present was a matter between our two Governments, and that I did not recognise the right of the Spanish Admiral to inquire into the matter. To this the Lieutenant assented. I then said that I would take the pleasure of showing him, however, for the information of the Admiral, that the truth had not been represented to his Government by the United States Consul. I then called my clerk, and showed him the deposition of the Master of the captured vessel, in which it was stated that the capture was made within five miles of Gibraltar! The officer seemed equally astonished and pleased, and expressed his satisfaction.

Saturday, February 8th.—Early this morning the British frigate Warrior came in, and anchored near us. Sent a Lieutenant on board to make the usual complimentary call. Awaiting the arrival of a vessel with

coal, consigned to Mr. Joyce, who promises to supply us. My coxswain ran off to-day, and I was pulled off by a drunken crew.

Sunday, February 9th. — Did not go to church, but remained on board to be present at muster. Eleven of my vagabonds still on shore. Some of these we learn have gone to the United States Consul, and claimed his protection. This official has been seducing them off by an emissary. Wrote to the Governor charging this on the Consul, and wrote also to Captain Warden, asking to be supplied with coal from the Government dockyard.

C.S. Steamer Sumter, Bay of Gibraltar,
Feb. 10th, 1862.

SIR,—I have the honour to state for the information of his Excellency the Governor of Gibraltar, that I am informed and believe that the United States Consul, at this place, has, by means of his emissaries, tampered with, and seduced from their alle-

giance, several of the crew of my ship who have visited the shore on liberty. The impropriety and illegality of such conduct is so manifest that I take it for granted his Excellency will interpose his authority for my protection. Great Britain, having proclaimed a strict neutrality in the war now pending between the United States and Confederate States, is under the obligation, I respectfully suggest, not only to abstain herself, from any un-neutral conduct, but to see that all persons whatsoever within her dominions so abstain. No act of war, proximate or remote, should be tolerated in her waters by the one belligerent against the other, or by any citizen or resident against either belligerent. His Excellency will doubtless concur with me in the justice and propriety of the rule thus stated. To apply this rule to the present case. Being prompted by motives of humanity to send my crew on shore, in small detachments, for exercise and recreation, after a long

confinement on shipboard, my enemy, the United States Consul, sends his agents among them, and by specious pretences persuades them to desert their ship, and take refuge under his consular flag. This has been done in the case of the following seamen:—Everett Salmon, John G. Jenkins, Thomas F. Kenny, and perhaps others. Here is an act of war perpetrated against me in neutral territory, and the consular residence, or office, had become *quoad hoc* a hostile camp. And this conduct is the more objectionable in that the nationality of most of these men is not American. His Excellency, as a soldier, knows that no crime is regarded with greater detestation in the present civilized age of the world, than the one here described. As between contending armies in the field, an offender caught in the perpetration of such an act, would be subjected to instant death; and this, not only because the act is an act of

war, but because it is a dishonourable act of war. And can an enemy make use of neutral territory to do that, which would subject him to an ignominious death, if he were without such territory, and within reach of the opposite belligerent? When my men come within his Excellency's jurisdiction I lose all control over them, and must rely upon his comity to regain possession of them. If they leave me of their own freewill, in the absence of the recognition of my Government, and of treaty stipulation, perhaps I have no remedy. But when I permit them to go on shore, and enter the jurisdiction of a neutral and friendly power, I do so with the just expectation that they will receive the shelter and protection of the neutral flag; and that they will not be permitted to be run off by my enemy; and to wheedle and entice a sailor from his ship, and that too when, perhaps, he is half drunk, is little better

than kidnapping him. In the present case, the violation of the neutral jurisdiction is as complete as if the Consul had seized my men by force; for he has accomplished the same object; to wit, weakening his enemy by stratagem—a stratagem practised by one belligerent against another. If this act had been committed by a military or naval officer of the enemy, transiently within the limits of Gibraltar, every one would have been surprised at it, and would have exclaimed against it as a flagrant violation of the law of nations. And is the offence of less magnitude when committed by a Consul, who is peculiarly favoured by the law of nations, as an officer of peace, and one whose pursuits lie wholly in the walks of commerce? Mr. Sprague, the United States consul, is a gentleman whom I have heard favourably spoken of, and it is barely possible I may do him injustice in imputing to him the conduct described, but the evi-

dence came to me in a very satisfactory shape, and I shall be ready to produce it if the allegation be denied. Should the proof be made out to his Excellency's satisfaction, I shall deem it my duty to request that the Consul be suspended from his functions, and that the question of withdrawing his Exequatur be referred to the British Government.

I have, &c. &c.,

(Signed) R. SEMMES.

To Capt. J. Freeling, Col. Sec.

C.S. Steamer Sumter, Bay of Gibraltar,
Feb. 10th.

SIR,—I have the honour to inform you that I have made every effort to procure a supply of coal, without success. The British and other merchants of Gibraltar, instigated I learn by the United States Consul, have entered into the un-neutral combination of declining to furnish the Sumter with coal on any terms. Under

these circumstances, I trust the Government of her Majesty will find no difficulty in supplying me. By the recent letter of Earl Russell (31st January, 1862), it is not inconsistent with neutrality for a belligerent to supply himself with coal in a British port. In other words, this article has been pronounced, like provisions, innoxious; and this being the case, it can make no difference whether it be supplied by the Government or an individual (the Government being reimbursed the expense), and this even though the market were open to me. Much more, then, may the Government supply me with an innocent article, the market not being open to me. Suppose I had come into port destitute of provisions, and the same illegal combination had shut me out from the market, would the British Government permit my crew to starve? Or, suppose I had been a sail ship, and had come in dismasted, and the dockyard was the only place where

I could be refitted, would you have denied me a mast? and if you would not deny me a mast, on what principle will you deny me coal, both articles being declared by your Government innoxious? The true criterion is, not whether the Government, or an individual may supply the article, but whether the article itself be noxious or innoxious. The Government may not supply me with powder—why? Not because I may have recourse to the market, but because the article is noxious. A case in point occurred when I was in Cadiz recently. My ship was admitted into a Government dock, and there repaired; firstly, because the repairs were innocent, and, secondly, because there were no private docks in Cadiz. So here, the article is innocent, and there is none in the market (accessible to me); why then may not the Government supply me?

In conclusion, I respectfully request that

you will supply me with 150 tons of coal, for which I will pay the cash; or if you prefer it, I will deposit the money with an agent, who can have no difficulty, I suppose, in purchasing the same amount of the material from some one of the hulks, and returning it to her Majesty's dockyard.

I have, &c.

(Signed) R. SEMMES.

Captain R. Warden, Senior Naval Officer,
Gibraltar.

Monday, February 10th.— * * * * Received a visit from Captain Cochrane, of the Warrior, son of the late Earl of Dundonald, notorious in the war of 1812, and distinguished in the South American service. Wrote the following letter:—

C.S. Steamer Sumter,
Bay of Gibraltar, Feb. 10, 1862.

SIR,—I have the honour to inform you that I have this day caused to be paid to the Spanish Consul at this port the amount

of the bill contracted by this ship under my command while in the dock at Caracca.

I have, &c.,

(Signed) R. SEMMES.

To the Captain of the Port, Cadiz.

Tuesday, February 11th.— * * * * Five men in confinement! The d— seems to have got into my crew. I shall have to tighten the reins a little.

Wednesday, February 12th.— * * * * Called on the Governor to have a talk with him on the subject of my deserters. He took the ground that in the absence of treaty stipulations he could not deliver a fugitive unwilling to be returned. Whilst I was with him the Tuscarora was announced by the telegraph. This ship came in and anchored near us about 12 noon, disguised with her mainyards down, so as to resemble a merchant steamer. I saw Captain Warden on shore also. He informed

me that the question of my being coaled by the dockyards had been referred by telegraph to London.

Thursday, February 13th. — Blowing a levanter. In the morning a barque dragged foul of the Tuscarora, and carried away her (the barque's) foreyards. Later in the day the Tuscarora shifted her berth over to the Spanish shore, near San Roque. Several vessels took shelter in the harbour from the gale. Among them a French line-of-battle ship, and a Spanish side-wheel man-of-war. Shut up in my little cabin by the wet weather, I have time to brood gloomily over home and the war, and the prospects of our dear South.

Friday, February 14th. * * *—At noon the Tuscarora got under way, and stood over to Algeciras.

Saturday, February 15th.—Anniversary of the day of my resignation from the navy of the United States; and what an eventful

year it has been! The Northern States have been making a frantic and barbarous war upon thirteen states, and nine millions of people; in face, too, of Madison's words: "If there be a principle that ought not to be questioned in the United States, it is that every nation has the right to abolish an old Government, and establish a new one. This principle is not only recorded in every public archive, written in every American heart, and sealed with the blood of a host of American martyrs, but it is *the only lawful tenure* by which the United States hold their existence as a nation."—Letters of Helvidius, No. 3. And then what floodgates of private misery have been raised by this war—overwhelming families without number in utter ruin and desolation.

Reduced my worthless sergeant to the ranks, and promoted a corporal in his stead. The British Parliament met on the 6th, and we have in the papers to-day, the address to

the Queen, and the speeches of the Earl of Derby and Lord Palmerston. From the general tone of all these papers we shall not be acknowledged at present. They say the quarrel is no business of theirs, and we must fight it out. Astute Great Britain! she sees that we are able to fight it out, and thus her darling object will be accomplished without the expenditure of blood or money.

Sunday, February 16th.— * * * * Visited by the Captain of the Scylla frigate.

Monday, February 17th.— * * * * Visited the Warrior. The Governor and suite, and a number of naval and other officers, civilians, and ladies, visited her by appointment at the same time. The Warrior is a marvel of modern naval architecture, and for a first experiment may be pronounced a success. She is a monstrous, impregnable floating fortress, and will work a revolution in shipbuilding. Wooden ships, as battle-ships, must go out of use. With this single

ship I could destroy the entire Yankee fleet blockading our coast, and this is the best illustration I can give for the necessity of this revolution in shipbuilding. The British Government has declined to supply me with coal from the dockyard, and I must make arrangements to get it from Cadiz. The London, ship-of-the-line steamer, arrived.

Tuesday, February 18th.— * * * * The Southampton mail steamer arrived, bringing news from London to the 12th. The news of the defeat and death of General Zollicoffer is confirmed.

Wednesday, February 19th.—Called on Captain Warden, and had a conversation with him on the subject of our blockade by the Tuscarora. Called his attention to the prevention of signals, the Tuscarora communicating with Gibraltar by boats. Gave notice if the Tuscarora came in, I should claim precedence of departure, &c. The Warrior went to sea. Judging from the

tone of the English journals, there is no prospect of our immediate recognition. Sent to Cadiz for coal.

Thursday, February 21st.— * * * * The newspapers state that there are seven Yankee ships in pursuit of us—four steamers and three sail-ships. Three of the steamers were at Teneriffe on the 11th January. A report has reached us that our Paymaster and ex-Consul Tunstall are prisoners in Tangier! Received a letter from Captain Warden, informing me that the Governor had prohibited all vessels in the harbour from making signals, and had prohibited the Tuscarora from communicating with the harbour by boats, so long as she remained in Spanish waters, &c.

Saturday, February 22nd.—The report is confirmed of the illegal imprisonment in Tangier of Paymaster Myers and Mr. Tunstall.

CHAPTER X.

The Tangier difficulty—Loyalty of United States Consuls—A daring act—Imprisonment of the two Confederates—Captain Semmes's appeal—No results—An armed force from the Ino—Threatened rescue—Neutrality again—Foreign Office intelligence—The Harvest Home—Garnered.

THE imprisonment of the two gentlemen alluded to at the conclusion of the last chapter, is an episode in the history of the Sumter which demands something more than mere passing notice. When the news of the occurrence reached England it excited a considerable amount of attention, as not only did the case exhibit some curious phases of the working of the law of "strict neutrality," but it also afforded a very excellent idea of the marvellous loyalty of one of the United States Consuls. Reference has

been previously made to the zealous conduct of the consular officials of the North.

It has been shown that at Maranham, Cayenne, Paramaribo, Cadiz, and Gibraltar, the respective Yankee Consuls acted upon the broad principle that every Confederate was the natural enemy of the United States, and a rebel to boot. Not content with simply holding this opinion, the task these gentlemen set themselves, was to indoctrinate the Governments of the several countries in which they were located with the same views of the case. In some cases they succeeded so far as to cause considerable vexation to Captain Semmes; and if they failed to convince the authorities, that the Sumter was a piratical craft, they at least succeeded in occasionally entailing needless delays in obtaining those necessary supplies, which, as an officer in the service of a country recognised as a belligerent, the commander of the Sumter had a right to demand.

The Tangier Consul, however, went far beyond his brethren, for he not only demanded, but succeeded in effecting the arrest and imprisonment of an officer and a citizen of the Confederate States. These gentlemen, Mr. Myers, the Paymaster of the Sumter, and Mr. Tunstall, a private Southern gentleman, had been despatched by Captain Semmes from Gibraltar to Cadiz, in search of coal. The vessel in which they embarked touched at Tangier, and the two Americans landed for the purpose of inspecting the curious old Moorish city. No sooner were they on shore than the United States Consul hastened to the authorities, denounced his enemies, and demanded their arrest, alleging that it was authorized by treaty stipulation with the United States. After vainly imploring advice from the representatives of the Christian Powers, the sorely perplexed authorities complied with this demand, and the two Confederates were seized, heavily ironed, and kept

prisoners in the Consul's house. At the very first opportunity they communicated with Captain Semmes, and he with his usual promptitude at once despatched the following letter to the Governor of Gibraltar :—

C.S. Steamer Sumter, Bay of Gibraltar,
February 22nd, 1862.

Sir,—I have the honour to ask the good offices of His Excellency the Governor of Gibraltar in a matter purely my own. On Wednesday last, I despatched from this port, in a French passage-steamer for Cadiz, on business connected with this ship, my Paymaster, Mr. Henry Myers, and Mr. T. T. Tunstall, a citizen of the Confederate States, and ex-United States Consul at Cadiz. The steamer having stopped on her way at Tangier, and these gentlemen having gone on shore for a walk during her temporary delay there, they were seized by the authorities, at the instigation of the United States Consul, and imprisoned. A note from Paymaster

Myers informs me they are both heavily ironed, and otherwise treated in a barbarous manner.

I learn further, that the pretence upon which the unlawful proceeding was had, is, that it is authorized by treaty stipulation with the United States. Unfortunately I have not a copy of this treaty in my possession; but I presume it provides, in the usual form, for the extradition of criminals, and nothing more. I need not say to his Excellency that treaties of this description are never applied to political offenders—which I presume is the only category in which the United States Consul pretends to place these two gentlemen. An occurrence of this kind could not have happened, of course, in a civilized community. The political ignorance of the Moorish Government has been shamefully practised upon by the unscrupulous Consul. I understand that the British Government has a diplomatic agent

resident at Tangier, and a word from that gentleman would no doubt set the matter right, and insure the release of the unfortunate prisoners. And it is to interest this gentleman in this humane task that I address myself to his Excellency. May I not ask the favour of his Excellency, under the peculiar circumstances of the case, to address Mr. Hay a note on the subject, explaining to him the facts, and requesting his interposition? If any official scruples present themselves, the thing might be done in his character as a private gentleman. The Moorish Government would not hesitate a moment, if it understood correctly the facts and principles of the case; to wit, that the principal powers of Europe have recognised the Confederate States as belligerents, in their war against the United States, and that, consequently, the act of making war against these States by the citizens of the Confederate States, is not an offence, poli-

tical or otherwise, of which a neutral can take cognizance; and even if it were the former, no extradition treaty is ever meant to apply to such a case.

I have the honour, &c. &c.

(Signed) R. SEMMES.

Capt. S. Freeling, Col. Sec.

This letter was unattended with success, the maintenance of strict neutrality being a barrier in the way of any interference on the part of the British authorities at Gibraltar. Accordingly, Captain Semmes penned the subjoined formal protest, and despatched it to the Governor of Tangier.

C.S. Steamer of war, Sumter, Bay of Gibraltar,
February 23rd, 1862.

His Excellency the Governor of Tangier,
Marocco.

I have the honour to inform your Excellency that intelligence has reached me of the imprisonment by the Moorish Govern-

ment at Tangier, of Mr. Henry Myers, the Paymaster of this ship, and Mr. T. T. Tunstall, a citizen of the Confederate States, and late United States Consul at Cadiz. I learn further, that these gentlemen are heavily ironed, and otherwise treated with inhumanity. I am utterly at a loss to conceive on what ground this illegal imprisonment can have taken place; though I learn that the United States Consul demanded it, under some claim of extradition treaty stipulation. A word or two will suffice to set this matter right. It must, of course, be known to your Excellency, that the Confederate States have been acknowledged by the principal powers of Europe, as belligerents in the war in which they are engaged with the United States; and that, consequently, the Paymaster of this ship, in any act of war in which he may have participated, can have been guilty of no offence, political or otherwise, of which any neutral power can take cogni-

zance. Indeed, as before stated, the neutral powers of Europe have expressly recognised the right of the Confederate States to make war against the United States. No extradition treaty therefore can apply to Paymaster Myers. Mr. Tunstall not being in the military or naval service of the Confederate States, can no more be brought within the terms of any such treaty than Paymaster Myers. I have, therefore, respectfully to demand, in the name of my Government, and in accordance with the laws and practice of nations, that these two citizens of the Confederate States be set at liberty.

I have the honour, &c., &c.

(Signed) R. SEMMES.

Determined to leave no stone unturned, the Commander of the Sumter sought to interest the British Chargé d'Affaires in the fate of the two prisoners, as will be seen by the annexed letter :—

C.S. Steamer, Sumter, Bay of Gibraltar,
February 23rd, 1864.

SIR,—May I ask of you the favour to act unofficially for me in a matter of humanity, by handing to the proper officer the enclosed communication, demanding the release from imprisonment in Tangier of the Paymaster of this ship, and of Mr. T. T. Tunstall, a citizen of the Confederate States. The Moorish authorities have evidently been imposed upon by false representations as to the character and status of these gentlemen. I hear that the United States Consul demanded their imprisonment under some extradition treaty. The absurdity of such a claim will of course be apparent to you. We are recognised belligerents; our acts of war are legal therefore, so far as all neutrals are concerned, and it cannot be pretended that any officer of this ship can have committed any offence in any act of war in which he may have participated against the

United States, which Morocco can take cognizance of, or bring under the terms of any extradition treaty.

I have the honour to be, &c. &c.

(Signed) R. SEMMES.

John Hay Drummond Hay, C.B.,
H.M. Chargé d'Affaires, Tangier, Marocco.

On the 24th Mr. Hay replied, and the following extract from his communication will best explain the grounds he assumed :—

"You," he writes, "must be aware that Her Britannic Majesty's Government have decided on observing a strict neutrality in the present conflict between the Northern and Southern States; it is therefore incumbent on Her Majesty's officers to avoid anything like undue interference in any questions affecting the interests of either party which do not concern the British government; and though I do not refuse to accede to your request to deliver the letter to the Moorish authorities,

I think it my duty to signify distinctly to the latter my intention to abstain from expressing an opinion regarding the course to be pursued by Marocco on the subject matter of your letter."

To this despatch Captain Semmes forthwith replied, and his letter is remarkable for the able manner in which the question of neutrality is dealt with. After thoroughly reviewing the transaction, he sums up as follows:—

"Upon further inquiry I learn that my first supposition that the two gentlemen in question had been arrested under some claim of extradition (unfortunately I have not a copy of the treaty between Marocco and the United States) was not exactly correct. It seems that they were arrested by Moorish soldiers upon the requisition of the United States Consul, who claimed to exercise jurisdiction over them as citizens of the United States, under a provision of a treaty common

between what are called the non-civilized and the civilized nations. This state of facts does not alter in any degree the reasoning applicable to the case. If Marocco adopts the *status* given the Confederate States by Europe, she must remain neutral between the two belligerents, not undertaking to judge of the nationality of the citizens of either of the belligerents, or to decide any other question growing out of the war which does not concern her own interests. She has no right therefore to adjudge a citizen of the Confederate States to be a citizen of the United States, and not having this right herself she cannot transfer it by treaty to the United States Consul."

The communication, however, produced no effect; and, meanwhile, another step was taken at Tangier. The United States frigate Ino, no sooner learnt the news of the capture made by the Consul than it ran over to Tangier, sent a boat on

shore with armed men, and carried off the prisoners. This proceeding was not, however, allowed to be performed quite so quietly as the Yankees could have wished. The Christian population, exasperated at the arrest, turned out in force, and fears were entertained that even the forty men from the Ino would not be able to secure the safety of their prize. But here the neutral powers were of assistance:—their representatives, with Mr. Drummond Hay at their head, came to the aid of the captors, calmed the mob, and thus averting the threatened rescue, enabled the United States to carry off the two Confederates on board the Ino.

Captain Semmes, finding he could do nothing with the authorities at Tangier, communicated with Mr. Mason, the Confederate commissioner in London, and that gentleman made strong representations at the Foreign Office, with what results the following statement of facts will show.

It was on the 28th of February that the captives were finally carried off from neutral territory, by an armed force from an enemy's ship. On the 8th of March, Mr. Mason was informed by the Under-Secretary, that the British Government was under the impression that they had been released from confinement. On the 6th of March, just two days before Mr. Mason received this intelligence, the Ino, which had run back to Cadiz, transferred the two unfortunate prisoners to the Yankee merchant ship, Harvest Home, which carried them away to a prison in the United States.

Such was the history of the Tangier difficulty—a question which, at the time, created considerable stir in Europe, and which is likely to leave a lasting impression upon the Southern mind.

CHAPTER XI.

"The poor old Sumter"—The vessel laid up—What the Sumter did—Official report—A narrow escape—Movements of Captain Semmes—Useful missions—Appointment to the Alabama.

MEANWHILE the search for coal had been continued by the Sumter, and at length a promise of a supply had been obtained. It so happened however that this supply, so long sought and so hardly won, would after all never be required.

The little Sumter's days as a cruiser were numbered. By no means a new boat when first converted by Captain Semmes into a vessel of war, the hard work and rough usage she had experienced in her seven months at sea, had been too much for her already enfeebled constitution, and she was

now little better than a wreck. At last she fairly broke down altogether, was surveyed by a board of her officers, pronounced unseaworthy, and on the 24th February Captain Semmes makes the following entry in his journal:—

"And so the poor old Sumter is to be laid up. Well! we have done the country some service, having cost the United States at least a million of dollars, one way or another!"

And so she unquestionably had. Eighteen vessels captured; seven burned, with all their cargo on board; and two released on heavy ransom bonds, represent in themselves no inconsiderable amount of damage. Add to this the amount really expended in pursuit of her; the enormously increased rates of insurance; the heavy losses from reluctance to entrust goods in United States bottoms, or to send ships themselves to sea under the United States colours, and we have an

aggregate of loss that a million of dollars can hardly cover.

Her career was now over; but she was ere long to find a successor under the same command, beside whose exploits her own were to sink almost into insignificance. The events of the few months that elapsed between the final abandonment of the Sumter, and the Alabama's start on her adventurous career, may best be gathered from Captain Semmes' own official report to the Secretary of the Navy at Richmond.

Nassau, New Providence, June 15 to 20, 1862.

Sir,—I have the honour to inform you of my arrival at this place, on the 8th instant, in twenty days, from London. I found here Lieutenants Moffit and Sinclair, and received from the former your letter of May 29th, enclosing a copy of your despatch to me of May 2nd. As you might conclude from the fact of my being here, the original

of the latter communication had not reached me; nor, indeed, had any communication whatever from the department. As you anticipated, it became necessary for me to abandon the Sumter, in consequence of my being hemmed in by the enemy in a place where it was impossible to put the necessary repairs upon her to make her fit to take the sea. For some days after my arrival at Gibraltar, I had hopes of being able to reach another English or a French port, where I might find the requisite facilities for repair, and I patched my boilers, and otherwise prepared my ship for departure. In consequence of a combination of the coal merchants against me, however, I was prevented from coaling; and, in the meantime, the enemy's steamers, Tuscarora and Kearsage, and the sailing sloop Ino too, arrived and blockaded me. Notwithstanding the arrival of these vessels I should have made an effort to go to sea, but for the timely dis-

covery of further defects in my boilers, which took place under the following circumstances:—An English steamer, having arrived from Liverpool with an extra quantity of coal on board, offered to supply me. I got steam up to go alongside of her for the purpose, when, with a very low pressure, my boilers gave way in so serious a manner as to extinguish the fires in one of the furnaces. I was obliged, of course, to "blow off;" and upon a re-examination of the boilers, by a board of survey, it was ascertained that they had been destroyed to such an extent as to render them entirely untrustworthy. It was found, indeed, to be necessary either to supply the ship with new boilers or to lift the old ones out of her, and renew entirely the arches and other important parts of them, which could only be done in a machinist's shop, and with facilities not to be found at Gibraltar. In this state of things, it became

necessary, in my judgment, either to lay the ship up, or to sell her. Of course, the remaining by her of myself, my officers and crew, in her disabled and useless condition, was not to be thought of. Still, I felt that the responsibility was a grave one; and deeming it more respectful to the department that it should be assumed by some one higher in authority than myself, I reported the facts to the Hon. James M. Mason, our commissioner in London, and requested him to assume the power.* This he did very

* The following is the letter here referred to :—

C.S. Steamer Sumter, Bay of Gibraltar,
March 3rd, 1862.

SIR,—I had the honour to address you a note a day or two ago, requesting you to assume the responsibility of giving me an order to lay the Sumter up, that my officers and myself may return to the Confederate States, to take a more active part in the war. I now enclose you a copy of a letter addressed to me by the wardroom officers of this ship on the same subject, by which you will perceive that there is no difference of opinion between us as to the policy and propriety of

promptly, and in a few days afterwards I discharged and paid off in full all the crew, except ten men, and detached all the officers, except Midshipman Armstrong and a Master's Mate. I placed Mr. Armstrong in charge of the ship, supplied him with money

the step indicated. Each succeeding mail is bringing us intelligence that the enemy is pressing us on all sides, and it would seem that we shall have occasion for every arm and all our energies and resources to defend ourselves. The most that we could hope to accomplish by remaining where we are would be, perhaps, to occupy the attention of an additional steamer of the enemy. One steamer will always remain to watch the ship, in whatever condition she may be; and probably no more than two would continue the blockade if the officers remained by her. The enemy, having some 300 armed ships afloat, one ship would seem to make no appreciable difference in his offensive force. I would not press this matter upon you so earnestly if there was any certainty of my hearing from the Secretary of the Navy in any reasonable time; but my despatches are liable to capture, as are his despatches to me, and many months may therefore elapse before I can receive his orders. I can readily understand how, under ordinary circumstances, you might hesitate

and provisions sufficient for himself and his diminished crew for ten months, and departed myself for London, whither most of the officers also repaired on their way to the Confederate States. Upon my arrival in

about giving me this order, but there are frequent occasions in which responsibility must be assumed, and I respectfully suggest that this is one of them. To lay the Sumter up without an order from the naval department involves responsibility either in you or in me; and, as I stated to you in my last note, it appears to me that the responsibility may be assumed by you with more propriety than by myself, as you are a high functionary of the Government, while I am a mere subordinate of a department. The question of expense, too, is to be considered—the expenses of the ship, with the utmost economy, being, in round numbers, 1000 dollars per month. Should you decide upon giving me the order, do me the favour to telegraph me as follows, viz.:—"Your request is granted—act accordingly." Address me also by mail, as it will take some days to wind up affairs, and I shall have ample time to receive your letter before leaving for London.

Respectfully, &c. &c.

(Signed) R. SEMMES.

Hon. Jas. Mason, Com., &c.,
London.

London, I found that the Oreto (Florida) had been despatched some weeks before to this place; and Commander Bullock having informed me that he had your orders to command the second ship he was building, himself, I had no alternative but to return to the Confederate States for orders. It is due to Commander Bullock to say, that he offered to place himself entirely under my orders, and even to relinquish to me the command of the ship he was building; but I did not feel at liberty to interfere with your orders. Whilst in London, I ascertained that a number of steamers were being prepared to run the blockade with arms, &c., and instead of despatching my officers at once for the Confederate States, I left men to take charge of these ships, as they should be gotten ready, and run them in, deeming this the best service they could render the Government under the circumstances. I came hither myself (accompanied by my First

Lieutenant and Surgeon), a passenger in the British steamer Melita, laden with arms, &c., with the same intention. It is fortunate that I made this arrangement, as many of my officers still remain in London, and I shall be able to detain them there, to take them with me in the execution of your order of the 2nd of May, assigning me to the command of the Alabama. In obedience to this order I shall return by the first conveyance to England, when the joint energies of Commander Bullock and myself will be dedicated to the preparation of this ship for sea. I will take with me Lieut. Kell, Surgeon Galt, and Lieutenant of Marines, Howell—Mr. Howell and Lieut. Stribling having reached this port a few days before me, in the British steamer Bahama, from Hamburgh, laden with arms, &c., for the Confederacy. At the earnest entreaty of Lieut. Commanding Maffit, I have consented to permit Lieut. Stribling to remain with him, as his First Lieut.,

on board the Florida; and the Florida's officers not yet having arrived, Mr. Stribling's place on board the Alabama will be filled by Midshipman Armstrong, promoted.

It will, doubtless, be a matter of some delicacy and management to get the Alabama safely out of British waters without suspicion, as Mr. Adams, the Northern envoy, and his numerous satellites are exceedingly vigilant in their espionage. We cannot, of course, think of arming her in a British port. This must be done at some concerted rendezvous, to which her battery (and the most of her crew) must be sent in a merchant vessel.

The Alabama will be a fine ship, quite equal to encounter any of the enemy's sloops of the class of the Dacotah, Iroquois, Tuscarora, &c.; and I shall feel much more independent in her upon the high seas than I did in the little Sumter. I think well of your suggestion of the East Indies as a

cruising ground, and hope to be in the track of the enemy's commerce in those seas as early as October or November next, when I shall doubtless be able to make other rich "burnt-offerings" upon the altar of our country's liberties.

Lieutenant Sinclair having informed me that you said, in a conversation with him, that I might dispose of the Sumter either by laying her up or selling her, as my judgment might approve, I will, unless I receive contrary orders from you, dispose of her by sale upon my arrival in Europe. As the war is likely to continue for two or three years yet, it would be an useless expense to keep a vessel so comparatively worthless so long at her anchors. I will cause to be sent to the Alabama her chronometers, charts, &c., and I will transfer to the vessel her remaining officers and crew.

In conclusion, permit me to thank you very sincerely for this new proof of your

confidence, and for your kind intention to nominate me as one of the "Captains" under the new Navy Bill. I trust I shall prove myself worthy of these marks of your approbation.

(Signed) R. SEMMES.

Hon. S. R. Mallory,
Sec. of the Navy.

CHAPTER XII.

The new vessel—Aide toi et Dieu t'aidera—Accommodation on board—Cost—Laws of neutrality—Necessary caution—The 29th of July—A breakfast party—The scene changed—Off—The pursuit—Too late.

THE vessel to which Captain Semmes was now appointed had been built expressly for the Confederate navy, by Messrs. Laird and Sons, of Birkenhead. She was a small fast screw steam-sloop, of 1040 tons register, not ironclad, as was at one time erroneously supposed, but built entirely of wood, and of a scantling and general construction, in which strength had been less consulted than speed. Her length over all was about 220 feet, length of keel, 210 feet; breadth of beam, 32 feet, and 18 feet from deck to keel. She carried two magnificent engines, on the

horizontal principle, constructed by the same firm, and each of the power of 300 horses; while her coal bunkers were calculated to accommodate about 350 tons of coal.

The Alabama, or as she should as yet be called, "No. 290," was barque-rigged, her standing gear being formed throughout of wire rope; thus combining strength with lightness to the utmost possible extent. Her ordinary suit of sails consisted of the usual square sails in the foremast, fore top-mast staysail and jib, large fore and main topsails, maintop sail, topgallant sail and royal, and on the mizen-mast spanker and gaff topsail. Occasionally, this rig would be varied, as was the case in entering Cherbourg, just before the close of her eventful career, when a crossjack yard was got up across the mizen-mast, with mizen topsail and topgallant yards to match; and the Alabama assumed for a time the appearance of a full-rigged ship. This, however, was

only a temporary *ruse*, and her ordinary cruising sails were similar to those commonly in use with vessels of her class.

A little forward of the mizen-mast was placed the steering apparatus, a large double wheel, inscribed with the significant words: *Aide toi et Dieu t'aidera;* a motto which, in the case of the Alabama, has been better acted up to than such legends usually are. Just before the funnel, and near the centre of the vessel, was the bridge, at either side of which hung the two principal boats, cutter and launch; a gig, and whale-boat, being suspended from the davits on either side of the quarter-deck, and a small dingy over the stern. On the main deck she was pierced for twelve guns, with two heavy pivot guns amidships. Her lines were beautifully fine, with sharp flaring bows, billet head, and elliptic stern. The cabin accommodation was perhaps somewhat scanty, but this, in so small a vessel, built altogether for speed, not

comfort, was scarcely to be avoided. The semicircular stern-cabin was, of course, appropriated to the captain, with a small state-room opening out from it in the starboard side. Forward of this came the companion ladder, and forward of this again the ward-room, or senior officers' mess, with small cabins on either side for the lieutenants, surgeon, and other officers. Passing through the wardroom, the visitor entered the gun-room, or "steerage," allotted on the starboard side to the midshipmen, and on the port to the engineers. Next came the engine-room, occupying an unusual space for a vessel of the Alabama's size; the coal bunkers, &c.; and finally, the berth-deck, or forecastle, with accommodation for 120 men. The lower portion of the vessel was divided into three compartments, of about equal dimensions. In the aftermost were store-rooms, shell-rooms, &c.; the midship section contained the furnaces and fire-rooms; whilst

the forward compartment was occupied by the hold, the magazines, and the boatswain's and carpenter's stores.

Such was the Alabama, or, as she was long called, "No. 290;" and considering the peculiar circumstances under which she was built, the numerous requirements to be satisfied, and the perfection of the workmanship throughout the vessel, the cost of her construction and armament cannot but be considered marvellously small. The builder's charge for hull, spars, sails, boats, cable, and all equipment, except armament, was £47,500. To this must be added the cost of her batteries, £2500; magazine tanks, £616; ordnance stores, £500; and small arms, £600, making a total cost of £51,716, or in American money, of 250,305.44 dollars.

It must not be supposed, however, that in leaving the building-yard of Messrs. Laird, the Alabama's equipment was by any means complete. The strictest injunctions

had been given both to Captain Bullock and Captain Semmes, to avoid doing anything that would by any possibility be construed into an infringement of either the municipal law, or the anxiously-guarded neutrality of England; and as the Foreign Enlistment Act clearly forbade the *equipment* of ships of war for belligerent uses, it was necessary that the new cruiser should leave England unarmed, and take her chance of capture, until some safe place could be found for taking her armament on board.

This was, of course, a delicate operation, and one requiring the preservation of strict secrecy, that the cruisers of the United States might at least not be enabled to pounce upon their new enemy, until she had been placed to some extent in a condition for self-defence. Nor was this the only ground on which caution had to be observed. The career of the Sumter had given Captain Semmes a clearer idea than he had probably before

possessed of the precise meaning of the word neutrality, as applied to the present war, and there was too much at stake to run the risk of detention from any such views of its obligations as had been put forward in the case of his captive officer at Tangier. The law of the case might be—he certainly thought it was—clear enough; but there was no use in throwing temptation in the way of those by whom it was to be interpreted. The recent cases of the Alexandra, the El Tousson, and the El Monassir, have shown with sufficient clearness that this calculation was tolerably correct.

Accordingly, the reticence which has so distinctively marked the men of the South throughout the struggle, was most religiously observed in the case of the Alabama. It was impossible, of course, altogether to conceal from the diligent researches of Mr. Adams' spies the fact of her destination. But beyond having a strong suspicion that the



2nd Asst Engineer W P Brooks



3rd Asst Engineer J M Pindl



Chief Engineer H J Howman



3rd Asst Engineer M J O Brien



Gunner T C Cuddy

vessel so rapidly approaching completion in Messrs. Laird's yard was intended for the Confederate States, these astute gentlemen were altogether at fault. This, however, was enough, and on the application of Mr. Adams an order was despatched to the Customs' authorities at Liverpool to seize the ship, and prevent her from going to sea.

Fortunately for the Confederate vessel her friends were equally on the watch, and tidings of the projected seizure were promptly conveyed to Birkenhead. It was necessary now to act with promptitude, and the final preparations were pushed on with the utmost speed. At length, at a quarter-past nine on the morning of the 29th July, 1862, the anchor was got up for the first time since she had been afloat, and the "No. 290" dropped slowly down the Mersey, anchoring that afternoon in Moelfra Bay.

Even this, however, could not be carried out without considerable precaution,

and it was necessary, as a blind to the suspicious eyes so constantly employed in watching every movement of the sorely suspected vessel, to announce that she was merely proceeding for a short trial trip. To give colour to this pretence, to which her even then unfinished condition lent a *primâ facie* sanction, a gay party was assembled on board. A number of ladies, friends and acquaintances of the builders, enlivened the narrow, and as yet rough and unfinished deck with their bright costumes, and seemed to afford a sufficient guarantee for the return of the vessel to port. Luncheon was spread in the cabin, flags decorated the seats hastily improvised on the sacred quarter-deck, and all seemed bent upon making holiday.

Suddenly, however, the scene changed. At a signal from the Alabama a small steam tug came puffing alongside, and to the visitors' great astonishment they were politely requested to step on board. Relieved

of her gay cargo, the transformation of the Alabama proceeded with rapidity. The luncheon had been already cleared away, and now seats and flags, and all the rest of the holiday paraphernalia began speedily to disappear. Late that evening and all the next day the bustle of preparation continued, and at two o'clock in the morning of the 31st July the anchor was once more weighed, and with a strong breeze from the S.W. the "No. 290" started off, ostensibly on a voyage to Nassau in the Bahamas.

Just in time. That morning the seizure was to have been made. At the very moment that "No. 290" was heaving up her anchor, a huge despatch "On Her Majesty's Service" was travelling down to Liverpool, at the top speed of the north-western mail, commanding the Customs' authorities to lay an embargo on the ship. The morning was still but very slightly advanced when through

the driving south-westerly squalls came the gold-laced officials in search of their prize, only to return in outward appearances considerably crestfallen, inwardly perhaps not altogether so deeply grieved as a good neutral should have been at the ill-success of their uncomfortable trip.

Two days more and another actor appeared upon the scene. Like her colleague at Tangier, the United States frigate Tuscarora had got scent of a valuable prey, and hurried round to the Mersey at full speed of sail and steam to secure it. But by the time she arrived at Moelfra Bay, the "No. 290" was already a couple of days upon her outward voyage. The game was up, and the only resource of the baffled Yankee now lay in scolding poor Earl Russell, who certainly had been no willing agent in the escape of the daring little Confederate cruiser.

CHAPTER XIII.

"No. 290" at sea—The rendezvous—Small mishaps—Good qualities of the new ship—Nearly discovered—The captain—Terceira—Anxiety about the crew—Coaling and arming—Getting to rights—Ready for the cruise.

"No. 290" ran rapidly before the S.W. gale up the Irish Channel, and past the Isle of Man and Ailsa Crag, till as the columns of the Giant's Causeway began to loom dimly through the driving rain she rounded to, laid her maintopsail to the mast, and sent a boat on shore with the pilot and Captain Bullock, who up to this time had been in command of the vessel. She was now transferred to the charge of Captain J. Butcher, late of the Cunard service, her other

temporary officers being—Chief Lieutenant, J. Law, of Savannah, Georgia; second, Mr. G. Townley Fullam, of Hull, England; Surgeon, D. H. Llewellyn, of Easton, Wilts; Paymaster, C. R. Yonge, of Savannah, Georgia; and Chief Engineer, J. McNair, an Englishman. The crew, the greater number of whom had been taken on board in Moelfra Bay, numbered about seventy men and boys, and were shipped for a feigned voyage, the Confederate captain trusting to the English love of adventure, to induce them to re-ship when the true destination of the vessel came to be declared.

Bidding adieu to the Irish coast she now shaped her course for Terceira, one of the Western Islands, where she was to meet her consort, and receive on board the guns and other warlike stores, she had been restrained by respect for English law from shipping in Liverpool. Throughout this run, which occupied nine days, the wind still continued

blowing a strong gale from the southward and westward, with a heavy sea running, through which "No. 290" dashed along sometimes at a speed of upwards of thirteen knots an hour. It was not, however, without a certain amount of risk that this pace was maintained. Amongst other less serious damages the bow port was stove in by a heavy sea, and altogether the vessel showed manifest symptoms of the speed at which she had been driven. But accidents of this kind were of minor importance compared with the supreme value of time. Once fairly off, and the news of the escape must spread rapidly through the kingdom. The first whisper of it would bring the enemy's ships in pursuit, and a single hour's delay in reaching her destination and placing herself in a condition for self-defence, might bring one of them alongside, and the career of the new cruiser be cut short before it had fairly begun. So "No. 290" "crashed on"

at top speed, and on the 10th of August "Land, ho!" was called from the foremast-head, and she brought up at Porto Praya in Terceira.

During this trying voyage the new vessel had given full promise of those splendid qualities as a seaboat, on which depended so much of the extraordinary success of her after career. She was, of course, by no means in the best trim for sailing, whilst everything about her being bran new was in the worst possible condition, short of being quite worn out, in which to enter on so severe a trial. She came through it however most triumphantly, exhibiting a speed and ease of motion rarely to be found in combination. All hands arrived at Terceira in the best spirits, and highly delighted with their new ship.

The bay of Porto Praya, in which "No. 290" was anchored, is of no very great extent, but presents excellent holding ground for vessels, and is sheltered from all but

easterly winds. Three or four small forts occupy positions on the shore, but appear never to have been armed, and are at present falling rapidly into decay. The bay itself is secluded, and not particularly well supplied with the means of sustenance, fruit and vegetables being tolerably plentiful, but water very scarce, and beef a luxury only to be obtained by importing it from Angra, on the other side of the island. The officers however were kindly and hospitably received by the inhabitants, and the best the place afforded placed at their disposal.

As yet the expected consort of the Confederate vessel had not arrived, and some anxiety was felt by Captain Butcher and his brother officers, as day after day passed by, and no signs of her appeared. On the 13th August, expectations were aroused by the cry of "Sail, ho!" but the new comer proved to be only a Yankee whaling schooner, from Provincetown; and additional anxiety was occasioned on her arrival

by the indiscretion of one of the ship's company, by whom the real character and design of "No. 290" was betrayed to the United States schooner, the speedy departure of which, after learning the news, seemed ominous of trouble.

At last, on the 18th, a large barque was observed steering for the brig, and on a nearer approach proved to be the long-looked-for ship. She was the Agrippina, of London, Captain McQueen, with a cargo of ammunition, coal, stores of various descriptions, and six thirty-two pounders. Once lashed alongside the sloop, and all haste was made to transfer her cargo, and the crews of the two vessels were busily engaged in this operation when, on the 20th of August, the smoke of another steamer was seen on the horizon, and after a brief interval of suspense, lest the new comer should prove to be a United States vessel of war, in search of the escaped Confederate, the Bahama,

Captain Tessier, made her number, and three hearty cheers from the crew of "No. 290" gave welcome to Captain Semmes, and the other officers late of the Sumter.

Captain Semmes embarked on board the Bahama at Liverpool, on the morning of Wednesday, 13th August, joining the ship in a steam-tug, the Bahama having dropped down towards the mouth of the Mersey a few hours previously. Captain Bullock, who, as it has been said, had seen the new ship safely off upon her voyage before leaving her at the Giant's Causeway, and had reported the happy commencement of the adventure, accompanied him on board the Bahama, in which were also a number of seamen, shipped, like those on board "No. 290," for a feigned voyage, in the hope of inducing them to join when the ship was fairly in commission.

As the tug left us to return to the city,—

writes Captain Semmes—the crew gave us three hearty cheers, to which we responded. After a passage of seven days, we made the island of Terceira, and soon afterwards the port of Praya, at the eastern end of the island, our appointed rendezvous. As we approached the port we looked with eager eyes for "No. 290," and her consort, the Agrippina, which had been despatched to her from London with the armament. Greatly to our satisfaction we soon discovered the spars, and then the hulls of both vessels lying snugly in the bay, and apparently in contact, and indicating the transhipment of the battery, &c.

At about 11.30 A.M. we steamed into the harbour, and were immediately boarded by Captain Butcher, who reported that he had already gotten on board all the heavy guns, and many of the paymaster's stores, &c. As the harbour is open to the east, and as the wind was blowing from the N.E., driving a

considerable swell in, which caused the two vessels to lie very uneasily alongside of each other, I gave orders that they should both follow me to the bay of Angra, where we all anchored about 4 P.M. Hauled the two steamers alongside, and commenced discharging the two additional guns.

After having shown the new vessel to the seamen I had on board the Bahama (numbering thirty-seven), I addressed them, telling them that they were released from the contract they had entered into at Liverpool, and were now perfectly free to dispose of themselves, and that I invited them to enter with me on board my ship. I spoke of the war, explained to them the object of my contemplated cruise, and the inducements held out to them of prize-money, &c. This afternoon about one-half the number shipped; the others hung back perhaps for better terms. There are, perhaps, some sea-lawyers among them influencing their deter-

mination. I moved my baggage on board, and slept my first night on board my new ship. Warned by the authorities that West Angra was not a port of entry, and that we must move round to East Angra.

Thursday, August 21st.—Clear fine weather. I am charmed with the appearance of Terceira. Every square foot of the island seems to be under the most elaborate cultivation; the little fields divided by hedgerows of what appear to be sugar-cane. The white one-storied houses are dotted thickly among all this cultivation, giving evidence of great populousness in this primitive paradise—so far removed away from the world, and so little resorted to by commerce. Wind inclined to haul to the S.E., which will open us to the sea again; and I am, of course, quite anxious. Received a letter (or rather Captain Butcher, who is still the nominal commander of the ship, did) from the English Consul, informing us that the authorities

still insisted upon our going round to East Angra. Replied, that we had come in to receive coal from the barque in our company, &c., and that as the day seemed fine, and we should probably have a good lee for the purpose, I would go to sea without the marine league, for the purpose. I knew they suspected me of arming as well as coaling, and hence I resorted to this step to quiet their apprehensions of my infringing their neutrality.

Stood along the island—the Bahama in company and the barque alongside—and hoisted out the gun-carriages, and mounted as many of the guns as we could. Returned during the afternoon, and after nightfall anchored in East Angra, with the barque still alongside. We were hailed very vociferously as we passed in very bad English or Portuguese, we could not make out which, and a shot was fired at us. The Bahama, which was following, hauled off and stood

off and on during the night; we continued our course, and anchored about 8.30 P.M. Near midnight I was aroused from a deep sleep into which I had fallen after the fatigue and exertions of the day, and informed by the officer of the deck very coolly that the man-of-war schooner was firing into us. As I knew they did not dare to fire *into* me but were only firing at me, perhaps to alarm me into going out of the harbour, I directed the officer to take no notice of the proceeding. In the morning we learned that this had been a false alarm, and that the firing had been from the mail steamer to bring on board her passengers.

Had a talk with the old boatswain's-mate, who consented to go with me, and to use his best exertion to bring over to me all the good men over whom he could exercise influence.

Friday, August 22nd.—Wind from the S.W., promising us a smooth day for our

work. . Called all hands at 6 A.M., and commenced coaling. At 7 A.M. a number of Custom House officers and the English Consul came on board. Our coaling was suspended until the two ships could be entered at the Custom House. We lost a couple of hours by this visit, but I was gratified to learn as the result of it that we might remain quietly and continue our coaling, &c.

We got the remaining guns into position; got up and loaded some of the rifles; opened a barrel of cartridges, and made sundry other hasty preparations for defence, in case any attempt should be made to seize the ship. At 11.30 A.M. signalled the Bahama, and brought her in to her anchors. Towards night the weather became rainy, and considerable sea setting into the harbour, we shoved the barque off to an anchor. During the night she dragged her anchor, and we were obliged to send a party on board her to let go another,

to prevent her from dragging on shore. There was quite a row this evening on board the barque, ending in a general fight, the sailors by some means or other having managed to get drunk.

Saturday, August 23*rd.*—Morning cloudy and rainy. We were unable to get the barque alongside, so as to continue coaling before 9 A.M. Still we are hurrying the operation, and hope to be able to get through by night. We have all sorts of characters on board, but the crew is working quite willingly; now and then a drunken or lazy vagabond turning up. The sharp fellows thinking I am dependent upon them for a crew are holding back and trying to drive a hard bargain with me.

Getting the battery to rights, and caulking the screw-well, which leaks badly when she is under way. Made some acting appointments to fill up my officers. Received on board a fine supply of fresh provisions and

vegetables for the crew. In this beautiful island all the fruits of the temperate and many of the torrid zone are produced. Pine-apples, pears, plums, and melons were brought off to us.

We finished coaling, except seven or eight tons, by working until 9 P.M., when the men were fairly fagged out. Hauled the barque off, and resolved to go out with what coal I had on board, as to finish entirely would involve a delay of Sunday.

CHAPTER XIV.

Sunday, 24th August—Fairly afloat—Taking command—The white ensign—Mission of the Alabama—The Modern Tar—At the pumps—Blowing hard—A fruitless chase—Short handed—The Ocmulgee.

SUNDAY seemed destined from the very first to be a notable day in the annals of the new Confederate cruiser.

The morning of Sunday, the 24th August, found her afloat ready for sea; the delicate operation of transhipping stores in an open roadstead safely accomplished, a supply of coal on board sufficient for some weeks of average steaming, and six of her guns mounted and ready to cast loose for action at a moment's notice. The early hours of the morning were occupied in washing down

the decks which were covered thickly with coal, and making matters above board as shipshape as under the circumstances could be managed. By noon this was finished, and all was ready for sea. A brief space was then devoted to the no less necessary operation of dining, and at noon steam was got up, the anchor weighed, and "No. 290" stood out to sea, the Bahama still keeping her company.

For about four or five miles the two vessels kept silently upon their course, until well beyond all possibility of dispute as to the too well-remembered maritime league of neutrality. Then as four bells sounded from the forecastle the crew were summoned aft, all heads were bared, and stepping in full uniform on to the quarter-deck, Captain Semmes proceeded in a voice clear and firm, but not altogether free from emotion, to read aloud to the assembled ships his commission from the President as Commander

of the Confederate States Steam Sloop, ALABAMA.

As he proceeded, the English flag which had been carried by the vessel during her days of incognito, was slowly lowered to the deck, and three little black balls might be seen wriggling their way swiftly but cautiously to the mastheads and mizen peak of the Alabama. Boom! goes the starboard forecastle gun as the reading is ended. The three black balls are "broken out," the long pendant uncurls itself at the main, the red cross of St. George flutters at the fore, and the pure white ensign of the Confederacy, with its starry blue cross upon the red ground of the corner, floats gracefully from the peak, as the little band breaks into the dashing strains of "Dixie," and three ringing cheers peal out over the sparkling sea.

So far all had gone well and hopefully, and the enthusiasm of the moment had brought a flush to the cheek and a dimness

to the eye of many a weather-beaten tar among the little crew. But enthusiasm is fleeting in these practical days, and the sound of the last cheer had scarcely died away upon the summer breeze ere the scene changed, and the true nineteenth century spirit resumed its sway. The ceremony of hoisting the flag and taking command completed, Captain Semmes called all hands aft upon the quarter-deck, and addressed them as he had previously addressed the crew of the Bahama, inviting them to ship with him in the Alabama for the cruise.

The address is described by those who listened to it as most spirited and effective. It frankly avowed that the principal object of the Alabama was to cripple the commerce of the enemy. But this would not be her only aim. Prudence was essential, and he was not to fight a fifty-gun ship, but when the opportunity offered of engaging on any-

thing like equal terms, the Alabama would be prompt enough to accept the combat. "Let me once see you," he said, in conclusion, "proficient in the use of your weapons, and trust me for very soon giving you an opportunity to show the world of what metal you are made."

The address was greeted with an unanimous burst of cheers, and then came the anxious moment. "It may be supposed," writes Captain Semmes, in recording the events of that memorable day, "that I was very nervous about the success of this operation, as the management of the ship at sea absolutely depended upon it." And of this fact the men were at the least as fully aware as himself. Nor had they any scruples as to availing themselves most fully of the advantages of their situation. "The modern sailor," continues Captain Semmes, "has greatly changed in character. He now stickles for pay like a sharper, and seems to

have lost his recklessness and love of adventure." However this latter proposition may be, the truth of the former was most amply proved on the day in question. Jack niggled and haggled, and insisted pertinaciously on the terms he felt his would-be captain's necessity enabled him to command; and in the end Captain Semmes was fain to consent to the exorbitant rates of £4 10*s.* a month for seamen, £5 and £6 for petty officers, and £7 for firemen! "I was glad," he writes, "to get them even upon these terms, as I was afraid a large bounty in addition would be demanded of me."

Very curious was the contrast afforded by this scene with the enthusiasm that had preceded, and the gallant, dashing, reckless career that followed it. These men who thus stood out for the last sixpence they could hope to wring from their employer's necessity, were the same who subsequently dashed blindfold into the action with the

Hatteras, and later yet, steamed quietly out of a safe harbour with a disabled ship, to meet an enemy in perfect trim and of superior force, and as their shattered vessel sank beneath their feet, crowded round the very captain with whom the hard bargain had been driven, imploring him not to yield.

Finally the bargaining resulted in the shipping of a crew, all told, of eighty men; a larger number perhaps than Captain Semmes had himself anticipated, but still not so many by at least twenty-five as were required for properly manning and fighting the vessel. With these, however, the captain was fain to be content, trusting to volunteers from future prizes to complete his complement. A hard evening's work followed in preparing allotments of pay to be sent home to the sailors' wives, and also in paying their advance wages, and sending small drafts for them to agents in Liverpool. It was not till 11 P.M. that this task was com-

pleted, and then Captains Bullock and Butcher took a final farewell of the ship, and returned on board the Bahama, which with the remainder of the two crews steamed away for Liverpool, and the Confederate cruiser was left alone upon the wide ocean, and had fairly started on her adventurous career.

No sooner had the two steamers parted company than sail was made on board the Alabama. The fires were let down, fore and main topsails were set, the ship's head turned to the N.E., and by midnight Captain Semmes was able to leave the deck, and thoroughly worn out with the day's excitement and exertions, turn in to an uneasy berth in search of a few hours' repose.

Of this, however, there was not much to be obtained. The Alabama was no sooner under way than the wind began to freshen, and soon increased to a moderate gale. This was accompanied by one of those ugly sea-

ways so common in the North Atlantic, and the vessel rolled and tumbled in a manner sufficiently trying, without the addition of the manifold discomforts inseparably attendant on a first start. These, too, were, as may well be supposed, not a little aggravated by the hurried manner in which the transhipment of stores from the Agrippina and Bahama had perforce been conducted. Everything, in fact, was in the wildest confusion. The ship herself was dirty and unsettled, and her decks below lumbered in all directions with all manner of incongruous articles. No one was berthed or messed, nothing arranged or secured. Spare shot-boxes, sea-chests, and heavy articles of baggage or cabin furniture were fetching away to the destruction of crockery and other brittle ware, and the no small danger of limbs. While to crown all, the upper works of the vessel which had been caulked in the damp atmosphere of an English

winter, had opened out under the hot sun of the Azores through every seam, and the eternal clank, clank of the pumps, which it was fondly hoped had been heard for the last time when the poor, worn-out little Sumter had been laid up, played throughout the long night a dismal accompaniment to the creaking of the labouring vessel, and the wild howling of an Atlantic gale.

So passed the Alabama's first night at sea. The next day the gale still continued, and hindered not a little the energetic exertions of the First Lieutenant, who, whilst Captain Semmes endeavoured, by snatching a few hours' sleep, to quiet his worn-out nerves, took his turn in the endeavour to bring something of order out of the apparently hopeless chaos, and gradually reduce the vessel to the trim and orderly condition proper to a well-commanded man-of-war. On the Tuesday the gale abated, though there were still the remains of a heavy sea.

Topsails and gallantsails were set, and the propeller, which had hitherto been merely disconnected, and left to revolve, was hoisted up out of the water.

Several days now passed in setting matters to rights, passing spare shot below, laying the racers for the pivot guns; overhauling and stowing the magazines; securing furniture, baggage, and other loose articles that had hitherto pretty well "taken charge" of the deck below; and otherwise making things somewhat snug and shipshape, and preparing the vessel for self-defence in case of need.

By Friday, August 29th, these preparations were nearly completed, and in the early morning of that day the cry of "Sail, ho!" was heard for the first time from the look-out at the fore-top-gallant cross-trees of the Alabama. The ship was at once kept away towards her, and after a long chase, approached at near nightfall to within five or

six miles of the strange sail. The vessel proved to be a brig, and on nearing her Spanish colours were shown by the Alabama. The brig made no response, and the cruiser proceeded to fire a blank cartridge, as an intimation of her character. Still the stranger kept doggedly upon her way, without response, and it became a question whether ulterior measures should be taken. After careful examination, however, of all those various indications by which a sailor can judge of the nationality of a vessel, almost as effectively as from a sight of her colours, it was decided that she was, at all events, evidently not an American; and Captain Semmes, being anxious to haul by the wind, and make his way with all speed to the westward, the chase was abandoned, and the Alabama proceeded again upon her course.

The next day, Saturday, August 30th, saw the preparations for the battery com-

plete, and the pivot guns finally mounted, and ready for action. The men were now allotted to the various stations, and mustered at quarters, when it was found, that by telling off half a dozen of the junior officers to complete the crew of the rifled gun, there were just hands enough to fight the ship. This was satisfactory; and altogether the five hard days' work since quitting Terceira had resulted in something more like success in the way of order, comfort, and efficiency, than it had at first sight appeared possible to anticipate.

Sunday, August 31st, was a welcome day of rest to all on board; the only break being a brief run off after a brig to leeward, which, on being challenged with French colours, proved to be a Portuguese. During the day the Alabama made good running to the westward, under topsails, with a fresh breeze well on her starboard quarter; and at midnight made all snug, and brought by the

wind on the port tack. The next day was passed for the most part in quietly lying to under topsails, with her head to the southward and eastward, whilst the crew were employed in finishing the fittings of the battery, and scraping the deck and bulwarks clear of some of the accumulated dirt, till 3 P.M., when she filled away again, and started upon a N.W. course.

By Tuesday, Sept. 5th, the Alabama had run into the thirty-eighth parallel, and the temperature was sensibly altering. Up to this period no prize had been captured, the few vessels overhauled having all been under a neutral flag. On this day, however, whilst in chase of a brig, whose extraordinary swiftness enabled her fairly to show the Alabama a clean pair of heels, a vessel was descried in the offing, and the Confederate bore up and made towards her. On approaching she was found to be lying-to, with her foretopsail laid to the mast, and on a some-

what nearer inspection, proved evidently to be a whaler.

English colours were hoisted on board the Alabama, and a cheer was with difficulty suppressed as the Stars and Stripes rose in answer to the stranger's deck. Arrived within boarding distance, a boat was at once sent on board the prize, the Alabama's red ensign giving place to the Confederate flag as the boarding officer gained her deck. She proved to be the Ocmulgee, of Edgartown, her captain, by name Abraham Osborn, being a thorough specimen of the genuine Yankee. She was, of course, taken possession of, her crew brought on board the Alabama and placed in irons, and a quantity of rigging, of which the latter was much in need, together with some beef, pork, and other small stores, transferred to the captor. A light was then hoisted at her peak; her helm lashed hard a-lee; the prize crew re-transferred to their own ship, and the Ocmulgee

left to her own devices, the Alabama lying by her during the night.

The next morning another sail hove in sight, so the prize was fired, and the Alabama again started off in chase, having taken from the prize thirty-six prisoners besides the stores, rigging, &c., before alluded to. The new chase proved to be a Frenchman, bound to Marseilles, and this fact having been ascertained, the Alabama was kept away N. ½ W., and in two hours afterwards was in sight of the island of Flores.

CHAPTER XV.

A muster — Prisoners landed — The Starlight — Santa Cruz—Novel night procession—The Alert —Three sacrifices in a day—Weather Gauge captured—The Altamaha—A signal—The Benjamin Tucker—Burnt !—The Courser—Target practice—The Virginia—The Elisha Dunbar.

FROM the 7th to the 18th of September was a busy time on board the Alabama. Prize after prize was taken, and Captain Semmes' journal, as will be seen, is chiefly taken up with records of successful chases.

Sunday, September 7th.—Running in for the island of Flores. At 11 A.M. mustered the crew for the first time, and caused to be read the Articles of War, to which they listened with great attention. At 3.30 P.M.,

having approached sufficiently near the town of Lagens, on the south side of the island, we sent all the prisoners on shore, having first paroled them, in the three whale-boats belonging to the prize, Ocmulgee. At 4 P.M. filled away upon the starboard tack to head off a schooner that appeared to be running in for the island. Having approached her within a mile, we hoisted the English colours. The chase not showing her colours in return, fired the lee bow gun. Still paying no attention to us, but endeavouring to pass us, fired a shot athwart her bows. Not yet heaving-to, or showing colours, fired a second shot between her fore and mainmast; she then hoisted the United States colours and rounded-to. Sent a boat on board and took possession. The captain coming on board with his papers, she proved to be the Starlight, of Boston, from Fayal to Boston *viâ* Flores. She had a number of passengers; among others, some ladies. Put a

prize crew on board of her. Brought on board all the United States seamen, seven in number, including the captain, and confined them in irons, and ordered the prize to remain close to us during the night. Some dark clouds hanging over the island, but the wind light and the sea smooth.

Among the papers captured were a couple of despatches to the Sewards, father and son, informing them of our operations at Terceira. This small craft left Boston only six days before we left Liverpool in the Bahama. How strangely parties meet upon the high seas! The master was the cleverest specimen of a Yankee skipper I have met, about twenty-seven or twenty-eight. He avowed his intention of trying to run the gauntlet of my shot, deprecated the war, &c., &c.

Monday, September 8th.—* * * * Again stood in to the town of Santa Cruz, in company with the prize; lowered the

cutter, and sent the prisoners on shore, with a note addressed to the Governor. In the meantime the Governor himself with several citizens came on board us. The Governor offered us the hospitalities of the island, and in return I expressed to him the hope that his fellow-citizens who were passengers, had suffered no inconvenience from her capture.

In the afternoon, gave chase and showed English colours to a Portuguese brigantine. We then wore ship, and chased a barque in the north-west, with which we came up about sunset. She proved to be the whaling barque Ocean Rover, from Massachussetts, forty months out, with a cargo of 1100 barrels of oil. Laid her to for the night, and permitted the captain and his crew to pull in to the shore (Flores) in his six whale boats. The sea being smooth, the wind light off shore, and the moon near her full, this was a novel night procession!

Tuesday, September 7th.—* * * * I was aroused in the mid-watch, having had about only three hours' sleep, after a day of fatigue and excitement, by the announcement that a large barque was close aboard of us. We were lying to at the time in company with our two prizes. Wore ship very quietly, and gave chase. The chase rather got the wind of us, though we head-reached upon her, and at daylight we hoisted the English flag. The barque not responding, fired a blank cartridge. She still not responding, fired a shot astern of her, she being about two miles distant. This brought her to with the United States colours at her peak; put a boat on board, and took possession of her. She proved to be the Alert, from New London, sixteen days from port; bound, *viâ* the Azores, Cape de Verde, &c., to the Indian Ocean. Supplied ourselves from her with some underclothing for the men, of which we stood in need.

About 9 A.M. fired the Starlight; at 11 fired the Ocean Rover; and at 4 P.M. fired the Alert. Boarded a Portuguese whaling brig, the master of which I brought on board with his papers. These proving to be regular, I dismissed him within a few minutes. Sent the captain and crew of the Alert on shore, to the village on the north end of Flores, in their own boats, four in number.

Sail, ho! at 5 P.M. Filled away, and gave chase to a schooner in the N.E. She was standing for us at first, but tacked on our approach, and endeavoured to run. We had shown her the United States colours, and she also had hoisted them, but she distrusted us. A blank cartridge brought her round again, and hove her to. Sent a boat on board, and took possession of the schooner Weather Gauge, of Provincetown, six weeks out. The last two captures supplied us with large numbers of Northern newspapers as late as August 18th. * * *

Saturday, September 13th.—Gave chase to a sail reported on the weather bow, and upon coming up with her, and heaving her to with a blank cartridge, she proved to be the hermaphrodite whaling brig Altamaha, from New Bedford, five months out. Little or no success. Captured her, put a prize crew on board, and made sail in chase of a barque to windward.

* * * *

Sunday, September 14th. — * * * Last night at a quarter past eleven I was aroused by the report that a large ship was close on board of us. Hurried on deck, wore ship, and gave chase; the strange sail being about two to two and a half miles from us, partially to windward. Made all sail, held our wind, and gradually eat him out of the wind, as well as head-reached on him. Fired a blank cartridge, which he disregarded. Continued to overhaul him, and when we had gotten on his weather-beam, distant

about half a mile from him, fired a second gun, which speedily brought him to the wind with his maintopsail to the mast. Sent a boat on board, with an order to the officer to show me a light if she should prove to be an American; and in a few minutes after the officer got on board a light was shown at the peak. Lay by him until daylight, when the captain was brought on board. The ship proved to be the United States whaler Benjamin Tucker, from New Bedford, eight months out, with about 340 barrels of oil. Crew thirty. Brought everybody on board, received some soap and tobacco, and fired the ship. Made sail to the S.E.

Monday, September 15th.—* * * Caulking the decks, which are already quite open. Made the island of Flores from the masthead late in the afternoon. Exercised the crew at quarters. Shipped one of the prisoners from last prize—a Hollander.

Tuesday, September 16th.—* * * * At daylight made a schooner on the starboard bow. Gave chase, and at 7.30 hove her to with a blank cartridge, and sent a boat on board, she showing United States colours. She proved to be the whaling schooner Courser, of Provincetown, Massachussetts. Took possession of her as a prize. Stood in towards Flores, within four or five miles, and sent all the prisoners from the last three prizes on shore in their own whale boats, eight in number. Number of prisoners sixty-eight. About 5 P.M., having taken the prize some eight or ten miles distant from the land, hove her to, called all hands to quarters, and made a target of her, firing three rounds from each gun. The practice was pretty fair for green hands for the first time. We pulled the target once, and made a number of good line shots. At dark fired the prize, and made sail to the westward.

Wednesday, September 17th.—* * * At 7.30 A.M. gave chase to a sail on the starboard bow, and at meridian came up with, and took possession of, the United States whaling barque Virginia, twenty-one days from New Bedford. Received papers as late as the 28th August. Got on board from the prize a large supply of soap, candles, &c.; and after bringing the prisoners on board, fired her; filled away, and made sail to the N.W.

Thursday, September 18th.—* * * Gave chase to a barque, which, discovering our purpose, made all sail and tried to escape. Came up with her at 2 P.M., after a chase of about three hours. Hoisted the English ensign, to which she refused to respond. Fired the starboard bow gun, and ran up our own flag, when she shortened sail and hove-to. Sent a prize crew on board, she showing the United States ensign. Brought the master on board. She proved to be the

whaling barque Elisha Dunbar, of New Bedford, twenty-four days out. As it was blowing fresh and threatening a gale of wind, we got all the prisoners on board in the course of about a couple of hours, and set fire to the barque. Reefed topsails, set the fore trysail with the bonnet off, and stood on a wind on the starboard tack to the S. and E.

CHAPTER XVI.

Successive gales—Uncomfortable quarters—Weather moderates—Blowing again—The Emily Farnum and the Brilliant — Neutral cargo — Ransomed — In flames—The Wave Crest—The Dunkirk—Religious smuggling—A deserter caught—A court-martial —The Tonawanda—Precautions—The Manchester burnt—Hope—Parting company—The Lamplighter —A hurricane—Great danger—A cyclone—Safely passed.

After this burst of good fortune in the way of prizes, during which the Alabama had destroyed upwards of 230,000 dollars' worth of United States property—or an amount very nearly equal to her own entire cost—in eleven days, a lull was experienced. A succession of gales from various points of the compass now prevailed with more or less violence for seven or eight days, during a

great portion of which the Alabama was lying to, in a heavy sea under close-reefed maintopsail and reefed trysails.

These were hard times for the prisoners; huddled together on deck, with no shelter but an extemporized tarpaulin tent between them and the pelting of the pitiless storm, which drenched the decks alternately with salt water and fresh, as the heavy rain-squalls came down, or the sea, glittering with phosphoric light, came dashing over the weather bulwarks. There was, however, no alternative. The berth-deck was already fully occupied by the Alabama's own crew, and the unlucky prisoners were compelled to make the best of their uncomfortable position, and console themselves with the hope that some vessel with a neutral cargo might fall on the same ill-fortune with themselves, and afford them a chance of being paroled and sent ashore.

As the sun crossed the line the weather

moderated, and by the 25th September all was again calm and fair, and the crew busy caulking the decks, which had leaked terribly during the gales. They were followed by a succession of calms and light baffling winds, the delay occasioned by which was turned to advantage in practising the crew at the battery, and with small arms.

With the commencement of another month the rough weather returned. The 2nd October was a real ugly-looking day, with dense black clouds, and a Newfoundland north-easter blowing freshly. No observation was to be had, the thick clouds altogether shutting out the sun, and, the ship being in the current of the Gulf Stream, the most she could do was to guess at her position within some thirty or forty miles.

On the 3rd the weather moderated, and fortune again smiled upon the Alabama. The morning watch was not yet over when two sail were descried, the one ahead, the

other on the lee bow, each of which in its turn was overhauled and captured; the one proving to be the Emily Farnum, from New York, for Liverpool; the other, the Brilliant, from the same port, for London, with a valuable cargo of grain and flour.

The cargo of the Emily Farnum being neutral property, the vessel was released as a cartel, the prisoners from the Brilliant being transferred to her, as also those already on board from the other prizes, a change, as may well be imagined, sufficiently acceptable to those unfortunate beings who had now been exposed for nearly three weeks to all the vicissitudes of an autumn in the North Atlantic. This done, the Emily Farnum was permitted to proceed upon her way. The Brilliant was then stripped of everything that could be of use to her captors, set on fire, and left to her fate.* From

* One of the Alabama's officers writes in his private journal :—

"It seemed a fearful thing to burn such a cargo as

the papers taken on board of this vessel the crew of the Alabama learned the good news of the Confederate victories in Virginia, and also of the successful run of the screw-steamer Florida into a Confederate port. The two vessels also brought to the Alabama a prize, in the persons of four new recruits, which, in the short-handed condition of the ship, was of more real value to her than the vessels themselves.

The barque Wave Crest, of and from New York, for Cardiff, with a cargo of grain, was the Alabama's next victim. She was chased and captured on the 7th of October, and having no evidence of the neutral ownership of her cargo, was condemned and set on fire, after serving for some time as a target, at

the Brilliant had, when I thought how the Lancashire operatives would have danced for joy had they it shared amongst them. I never saw a vessel burn with such brilliancy, the flames completely enveloping the masts, hull, and rigging in a few minutes, making a sight as grand as it was appalling."

which her captors might practise their firing. She was still blazing merrily, when another vessel was descried from the masthead, and at 9.30 P.M. of a beautiful moonlight night, a blank shot from the Alabama brought up the smart little brigantine Dunkirk, from New York, for Lisbon, also loaded with grain. A boat was sent on board of her, and her papers handed over to one of the Alabama's officers. No evidence of neutrality, however, was to be found, and before midnight she too was a blazing wreck, and her captain and crew prisoners on board of the Confederate steamer.

The Dunkirk proved noteworthy in two ways. On searching through her papers, it appeared that besides her ostensible cargo she was also employed in what may be termed a kind of religious smuggling. Some Portuguese copies of the New Testament were discovered, together with a number of tracts in the same language, tied up in large

bundles, on the back of one of which was the endorsement:—"Portuguese Tracts; from the 'American Tract Society,' for distribution among Portuguese passengers, and to give upon the coast to visitors from the shore, &c. When in port, please keep conspicuously on the cabin table for all comers to read; but be very careful not to take any ashore, as the laws do not allow it."

It appeared, however, that the conscience of the society had pricked them for this concession to the majesty of the law, and a pen had been carefully run through the last sentence. A little lower down, upon the same packet, was written, "As may be convenient, please report (by letter, if necessary) anything of interest which may occur in connexion with the distribution; also take any orders for Bibles, and forward them to John S. Peerin, Marine Agent, New York Bible Society, No. 7, Beckman Street."

The other noteworthy fact in connexion

with the Dunkirk was the capture on board of her of one of the seven sailors who had deserted from the Sumter whilst lying at Cadiz ten months before. This man, whose name was George Forrest, was at once recognised, and on the day but one after his capture on board the enemy's vessel, a court-martial, consisting of the first lieutenant (president); senior second lieutenant; master, chief engineer, and lieutenant of marines, with the captain's clerk as judge-advocate, was assembled in the ward-room to try the prisoner for the crime of desertion. The evidence was, of course, simple enough, and the man was found guilty, and sentenced to lose all pay, prize money, &c., already due to him, and to fulfil his original term of service, forfeiting all pay and allowances, except such as should be sufficient to provide necessary clothing and liberty money.

That same afternoon another sail was descried and chased, and just before sunset

the Alabama came up with and brought to, the fine packet ship Tonawanda, of Philadelphia, belonging to Cope's Liverpool line, and bound from Philadelphia to Liverpool with a full cargo of grain, and some seventy-five passengers. Here was a serious matter of embarrassment; of the seventy-five passengers, some thirty or more were women, and what to do with such a prize it was hard to know. It was, of course, impossible to take the prisoners on board; yet Captain Semmes was, not unnaturally, reluctant to release so fine a vessel if he could by any possibility so arrange matters as to be able to destroy her. It was therefore determined to place a prize crew on board, and keep the ship in company for a time, in hopes that ere long some other vessel of less value to the enemy, or guarded from destruction by a neutral cargo might, by good luck, be captured, and thus afford an opportunity of sending the prisoners away upon cartel.

Accordingly, a bond was taken of the captain for eighty thousand dollars, as a measure of precaution, in case it should be found necessary to let the ship go without further parley, and a prize master having been put on board the Tonawanda, was ordered to keep company, and her captor started off on a chase after a brig, which on being overhauled proved to be English. One transfer, however, was made from the prize, being nothing less than a well-grown and intelligent negro lad, named David White, the slave of one of the passengers, who was transferred to the Alabama as waiter to the wardroom mess, where he remained until the closing scene off Cherbourg, by no means disposed, so far as his own word may be taken for it, to regret the change of masters.

The following day, as an additional security, the master of the Tonawanda was brought as a hostage on board the Confederate steamer, the prisoners from the last two

ships burned being at the same time transferred to the prize. In this manner the two vessels cruised in company for two or three days—an anxious time enough for the crew and passengers of the unlucky Tonawanda, who spent most of their time in eagerly scanning the horizon, in the hope that some armed vessel of their own nation might appear in sight, and rescue them from their unpleasant predicament. No such luck, however, was to be theirs; but on the 11th October, a fresh addition was made to their numbers in the crew of the Manchester, a fine United States ship from New York to Liverpool, the glare of which as she, like so many others, was committed to the flames, by no means alleviated their anxiety, as they thought how soon a similar fate might befal their own vessel, should fortune not interpose to arrest the disaster.

At length, on the 13th October, excitement prevailed on board of both vessels,

and the hopes of the anxious passengers on board the Tonawanda rose to fever pitch, as a large vessel was seen bearing down under topsails only, her easy-going style of sailing seeming to prove conclusively to a sailor's eye, that she must be either a whaler or a man-of-war. On board the Alabama the former was the favourite supposition, and hopes ran high of another glorious bonfire fed by tons of brightly-burning sperm oil. The aspirations of the Tonawanda were naturally in favour of the man-of-war, and it was with difficulty that considerations of prudence restrained the open exhibition of their delight as the stranger drew near, and the long pendant floating proudly from her masthead seemed to assure them that their hopes were to be fulfilled.

But disappointment was equally in store for all. The big easy-going ship proved to be nothing more or less than an ordinary Spanish merchantman, who, with more re-

gard for personal appearance than maritime etiquette, had quietly appropriated to herself the distinguishing ornament of a man-of-war. So the guns of the Alabama, which had been cast loose and loaded, were again secured, and the crew dismissed from quarters; while the disconsolate Tonawandas, balked of their fondly anticipated rescue, shook their fists at the deceptive Spaniard, and went below to digest as best they might their grievous disappointment.

At last, however, this time of suspense was over, and kind fortune came to their assistance in the shape of a threatening gale of so ugly an appearance that the captain determined not to run the risk of parting company, and thus altogether losing his awkward, but not the less valuable prize. Accordingly, having accepted from the master a ransom bond for eighty thousand dollars, he dismissed him to his ship, and amid the wildest demonstrations of delight from the

closely-packed prisoners on board, the Tonawanda filled away, and was seen no more.

The wind now freshened to a tolerably fresh gale. Not sufficient, however, for the next two days to prevent the Alabama from chasing and capturing, on the 15th October, the United States barque Lamplighter, of Boston, from New York to Gibraltar, with a cargo of tobacco, which, however, as it proved, was never destined to soothe the *ennui* of the British soldier at that not very lively station. The sea was running high, and the boats had a rough time of it in boarding the barque, and returning with prisoners, &c. However, it was managed at last; the unlucky vessel was fired, and after burning fiercely for some time, went headforemost to the bottom, leaving behind her a savoury cloud that almost tempted her destroyers to regret their work.

And now it proved indeed fortunate for the prisoners who had so lately been dis-

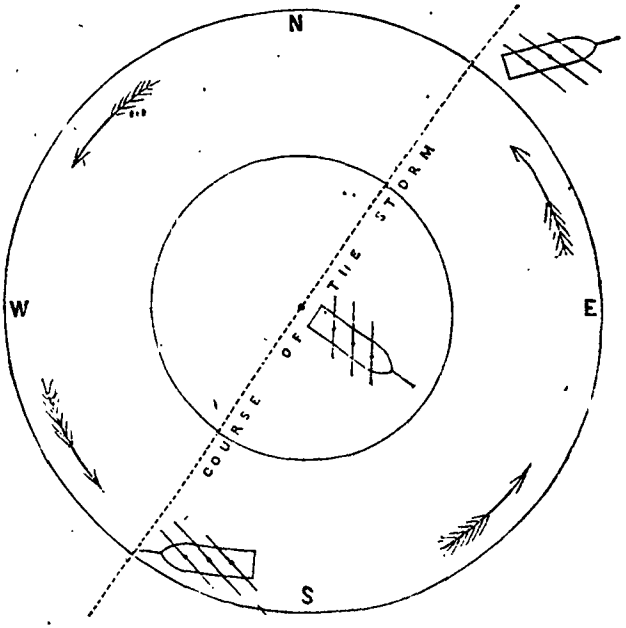
charged, that they were not doomed to weather out on the Alabama's deck the gale that came upon her. The 17th of October saw the culminating of the bad weather that had prevailed during the last four or five days, and for some hours the Alabama was exposed to a perfect hurricane. The storm did not last long, but for about four hours it blew furiously. It was not yet at its height, and the ship was still carrying her close reefed maintopsail with reefed main trysail and fore topmast staysail, when a sharper lurch than usual threw a sudden strain upon the bumpkin to which the weather main brace was led, and in a moment it had snapped in two. The mainyard no longer supported by the brace, and pressed by the whole power of the straining topsail, flew forward and upward till it was bent nearly double, when with a loud crash it parted in the slings, splintering the topsail into ribands with a noise like thunder.

The ship was now in the greatest peril, for there was no longer sufficient after canvas to keep her head to the wind against the powerful pressure of the foretopmast staysail, and in another moment she must have fallen into the trough of the sea, and probably been at the least dismasted, if not altogether swamped. But the quick eye of the captain of the foretop saw the danger, and springing to the staysail halyards he cut the sail away, and the ship relieved of pressure forward, again came up to the wind.

The main trysail was now lowered, though not without splitting the sail, and a small three-cornered storm trysail hoisted in its place. Even under this minimum of canvas the tremendous pressure of the gale upon her spars forced her down in the water several streaks, and the idlers and boys were lashed for safety under the weather bulwarks, life-lines being stretched before

them to prevent them from falling to leeward.

The following diagram will show the supposed course of the storm, which was evi-



dently a cyclone, though probably not of very great diameter.

So far as it was possible under the cir-

cumstances to estimate the probable extent of this cyclone, its greatest diameter would appear to have been from about one hundred and sixty to two hundred miles, whilst the diameter of the vortex, through a considerable portion of which, if not actually through the centre, the Alabama appears to have passed, would probably be from about thirty to five-and-thirty or perhaps forty miles. The heaviest part of the storm was that indicated by the lower portion of the diagram, the cyclone travelling towards the northward and eastward along the course shown by the dotted line.

The Alabama took the gale at S.W., the wind hauling afterwards to S., and the vessel passing completely through the vortex. During that time it lulled for about half or three-quarters of an hour, then hauled in a few minutes to about N.N.W., which was the severest portion of the gale, commencing with the squall by which the mainyard was

carried away. The barometer sank as low as 28·64. At 2 P.M. it had risen to 29·70, but fell again a little, and then rose gradually. The rise and fall of the barometer were both very rapid.

During the violence of the gale, the birds flew very low, and with great rapidity, and some rain fell, though not a great deal. The surface of the sea was one sheet of foam and spray, the latter completely blinding all on deck. A curious result of the gale was a huge knot into which a strip of the main-topsail, the clew line, and chain sheet had twisted themselves in a hundred involutions, defying any attempt at extrication except by aid of the knife.

During this tremendous storm the Alabama behaved splendidly, proving herself as fine a sea-boat as ever swam.

By the evening the storm had lulled, but the sea was still running fearfully high, and it was not until the next day that it was

possible to set about repairing the damage suffered in this by very far the severest trial through which the Alabama had as yet passed.

CHAPTER XVII.

Out of luck—Tempest-tossed—Rotatory storms—A prize—The case of the Lafayette—A long chase—The Crenshaw—Neutral or not?—Rough again—The Lauretta—Condemned!—The Baron de Custine—Released on bond.

THE Alabama was again out of luck. For the second time since her departure from Terceira, nearly a fortnight passed without bringing a single prize. It was, indeed, hardly to be expected that the splendid success which had attended the first three weeks of her cruise could be maintained. From the 1st to the 18th of September, she had captured and destroyed no less than ten vessels, of an aggregate value of nearly two hundred and fifty thousand dollars. Then had followed an interval of a fortnight, during

which one vessel only was overhauled, and proving to be French, permitted to proceed. This dull period over, the 3rd October had seen the commencement of another run of good fortune, extending over nearly a fortnight, during which she succeeded in capturing five more vessels, all of considerable size, and for the most part with valuable cargoes. In this fortnight alone damage was inflicted upon United States property to the amount of more than half-a-million of dollars; and it was but natural that, after so splendid a gift, fortune should for a time hold her hand.

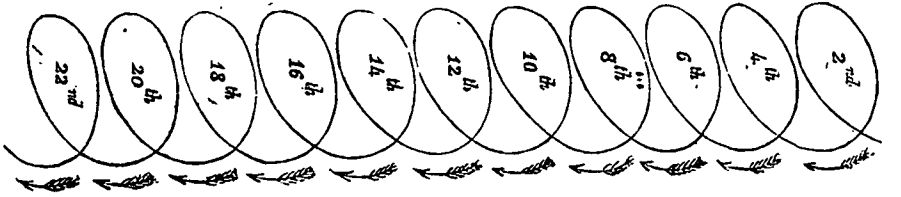
Accordingly, for the next ten or twelve days the Alabama lay helplessly on the ocean, tossed and beaten about by a succession of gales from every point of the compass, culminating, as we have seen, in the hurricane of the 16th October. The season was, indeed, most unusually severe, this month of October being commonly one of

calm and fine weather. A gale at this time is a most unusual occurrence; but for more than a week a succession of storms was experienced of the most violent description, while for fully three weeks the weather continued dark, rough, and gloomy, with strong shifting winds and heavy rain, the thick clouds rarely separating sufficiently to afford the chance of an observation.

Occasionally a break in the murky canopy would give promise of a change for the better; but a very few hours served to dissipate the rising hope. The sky would be again overcast, the wind breeze up from a fresh quarter, and another night of discomfort set in. In addition to this adverse weather, a still further difficulty was experienced in the strong current that appeared to set continuously from the westward, drifting the vessel bodily out of her course at the rate of sixty or seventy miles a day. During this period, the barometer ranged from

28·64 to 29·70. It was remarkable that the winds appeared to succeed each other with perfect regularity, rotating, as nearly as possible, once in every two days, or at the utmost, in two days and a half. The course taken by these rotatory storms was always the same, and it was a rare occurrence for the wind to remain stationary in one quarter during eight or ten successive hours.

On the 23rd October the gale at last finally broke, and with the return of better weather the Alabama's luck seemed also about to revive. At noon a brief break in the clouds just gave time for an observation for latitude, and this was barely worked out, when "Sail, ho!" was heard from the masthead; and a fine brig was discovered hull down on the lee bow. Running down to her under close-reefed topsails, she proved to be English; but though not destined herself to become a prize, the deviation in the



This diagram represents the number of times the wind has gone round in circle since we first reached the vicinity of the banks of Newfoundland. It is not, however, strictly accurate, the wind having gyrated *nine* times in *twenty* days.—*Journal, Oct.* 22.

Alabama's course, occasioned by the chase, proved most fortunate for her. She had scarcely luffed up again, after ascertaining the brig's nationality, when again the welcome cry was heard, and the helm shifted in pursuit. Soon the new chase became clearly discernible from the quarter-deck, when she proved to be a large ship running to the northward and eastward under a press of canvas. So determinedly was she "cracking on" as to have everything set, even to her main-royal, notwithstanding that the wind was still blowing very nearly half a gale.

The course of the stranger being diagonal to that of the Alabama, the speed at which she was travelling soon brought her within speaking distance, and, as usual, a feint was made for the purpose of extorting a confession of her nationality. The flag chosen this time was the English blue ensign, and it was speedily answered by the Stars and

Stripes, which fluttered gaily from the merchantman's peak as she dashed along under her towering mass of canvas before the breeze, right across the Alabama's path.

Another moment and the scene was changed. The Yankee ensign had hardly reached her peak, when down came the beguiling signal from the Alabama's flagstaff, and the white folds of the Confederate ensign unfurled themselves in its stead. A flash, a spurt of white smoke, curling for a moment from the cruiser's lee-bow, and vanishing in snowy wreaths upon the wind, and the loud report of a gun from the Alabama, summoned the luckless Yankee to heave to. In a moment all was in confusion on board the merchantman. Sheets and halyards were let go by the run, and the huge cloud of canvas seemed to shrink and shrivel up as the vessel was rounded to with folded wings like a crippled bird, and with her foretopsail to the mast, lay

submissively awaiting the commands of her captors.

She proved to be the ship Lafayette, of Boston, bound to Belfast, with a full cargo of grain, &c. Of her own nationality there was, of course, no doubt; but a question now arose about the ownership of the cargo, and some hours of patient investigation were necessary before Captain Semmes could determine upon the course to pursue. Finally it was determined that the claim of neutral ownership was a mere blind to insure against capture; and at 10 P.M., the ship having been formally condemned, the crew were transferred to the Alabama, and the prize fired and left to her fate.

The following is Captain Semmes' memorandum of the grounds of condemnation:—

CASE OF THE LAFAYETTE.

Ship and cargo condemned. The cargo of this ship was condemned by me as

enemy's property, notwithstanding there were depositions of the shippers that it had been purchased by them on neutral account. These *ex-parte* statements are precisely such as every unscrupulous merchant would prepare, to deceive his enemy and save his property from capture. There are two shipping houses in this case; that of Craig and Nicoll, and that of Montgomery Bros.: Messrs. Craig and Nicoll say that the grain supplied by them belongs to Messrs. Shaw and Finlay, and to Messrs. Hamilton, Megault, and Thompson, all of Belfast, to which port the ship is bound, but the grain is not consigned to them, and they could not demand possession of it under the bill of lading, it being consigned to *order*, thus leaving the control in the hands of the shippers. The shippers, farther, instead of sending their grain as freight in a general ship, consigned to the owners, they paying the freight, charter the whole ship, and

stipulate themselves for the payment of the freight. If this property had been *bonâ fide* the property of the parties in Belfast named in the depositions, it would undoubtedly have been consigned to them, under a bill of lading authorizing them to demand possession of it, &c., &c.; the agreement with the ship would have been that the consignees and owners should pay the freight upon delivery. Even if this property were purchased, as pretended, by Messrs. Craig and Nicoll, for the parties named, still their not consigning it to them and delivering to them the proper bill of lading passing the possession, left the property under the dominion of Craig and Nicoll, and as such, liable to capture. The property attempted to be covered by the Messrs. Montgomery, is shipped by Montgomery Bros., of New York, and consigned to Montgomery Bros., in Belfast; and the title to the property, so far as appears in the bill of lading,

is in the latter house, or in the branch house in New York. Further, the mere formal papers of a ship and cargo prove nothing, unless properly verified, and in this case the master of the ship, although a part owner of the ship, whose duty it was upon taking in a cargo in time of war, to be informed of all the circumstances attending it, and connected with the ownership, knew nothing, except what he learned from the face of the papers. These certificates, therefore, were pronounced a fraud, and the cargo as well as the ship, condemned. 3rd Phillimore 610-12 to the effect, that if the goods are going for account of the shipper, *or subject to his order or control* (as in this case), the property is not divested *in transitu*. The goods shipped by Craig and Nicoll, were consigned to their *order*, as has been seen.

As to the Montgomery's, see 3rd Phillimore 605, to the effect that if a person be

a partner in a house of trade in an enemy's country, he is, as to the concerns and trade of that house, deemed an enemy, and his share is liable to confiscation as such, notwithstanding his own residence is in a neutral country. Further, the property consigned to Montgomery Bros., even admitting the Belfast house not to be a partner in the New York house, is liable to the same objection, as in the case of Craig and Nicoll; since, although the property is described as belonging to a party in Sligo, there is no bill of lading among the papers authorizing that party to demand the possession. The property is not divested, therefore, *in transitu.*

3rd Phillimore, 599, to the effect, that "further proof" is always necessary when the master cannot swear to the ownership of the property (as in this case). And as I cannot send my prizes in for adjudication, I must of necessity condemn in all cases

where "further proof" is necessary, since the granting of "further proof" proceeds on the presumption that the neutrality of the cargo is not sufficiently established; and where the neutrality of the property does not fully appear from the ship's papers and the master's deposition, I had the right to act upon the presumption of enemy's property.

By midnight the Lafayette showed only a dim glare on the distant horizon, but the event formed a topic of discussion for the next two days, more especially as from the newspapers found on board it was ascertained that news of the captures on the banks of Newfoundland had already made its way to the United States, and that the Yankee cruisers were, therefore, probably by that time in full pursuit.

The 26th October, however, provided the crew of the Alabama with a fresh ex-

citement. The weather had cleared beautifully, the wind was light from the eastward, and the vessel was gliding smoothly and swiftly, with studdingsails set alow and aloft, over the long, easy swell, which alone remained to tell of the heavy gales of the past fortnight. Every one was enjoying the change, and even the strict discipline of the man-of-war was, for the moment, in some measure relaxed, as officers and men gave themselves up to the full pleasure of a period of sunshine and tranquillity, after the long spell of gloom and storm. The lookout-man alone, high up on the fore topgallant crosstrees, still swept the horizon as eagerly as ever in search of a prize. At about noon his vigilance was rewarded by the sight of a sail on the port-quarter, and in a moment all was again bustle and excitement on board. Quick as the word could be given, the "flying kites" were furled, yards braced in, and

the ship hauled up on a taut bowline in chase.

But the stranger was now well to windward, and fully four or five miles distant. The Alabama flew through the water with the freshening breeze, flinging the spray over her sharp bows, and stretching to her task as though she herself were conscious of the work before her, and eager in chase. But the strange sail was almost if not quite as fast as herself, and her position so far to windward gave her an immense advantage. The day, too, was wearing on, and the sky beginning to cloud over, giving every token of a dark if not a stormy night. If the chase could only hold on her course till dusk she was safe, and already the hopes of another prize were beginning to fade, and the anxious speculators on the forecastle were expecting the order to up helm and relinquish the chase.

On the quarter-deck, too, the idea was

gaining ground that the affair was hopeless, and that it was not worth while to keep the ship longer from her course. But the Alabama was not given to letting a chance slip, and before finally abandoning the pursuit it was determined to try the effect of a shot or two upon the nerves of the stranger. A slight cheer, quickly checked by the voice of authority, rose from the eager crowd on the forecastle, as the weather bow gun was cast loose and loaded, and in another minute the bright flash, with its accompanying jet of white smoke, leaped from the cruiser's bow, as the loud report of a 32-pounder rang out the command to heave to.

A moment of breathless suspense, and another cheer rose from the delighted throng of sailors, as the stranger's sails were seen for a moment to shiver in the wind, and the frightened chase luffed to the wind, and then lay motionless with the Stars and Stripes at her mizenpeak. Another sharp hour's beating, and the Ala-

bama was alongside, and had taken formal possession of the United States schooner Crenshaw, from New York to Glasgow, three days out.

And now began another investigation into the character of the cargo, and notes were once more carefully compared, lest any *bonâ fide* neutral property should become involved in the fate that would otherwise befall the captured enemy. Finally, however, the case was decided against ship and cargo, and both were accordingly committed to the flames, the following entry being made by Captain Semmes of the grounds of his decision :—

CASE OF THE SCHOONER CRENSHAW.

This vessel was captured under the North American flag, and had on board a North American register—there is, therefore, no question as to the ship. There has been an attempt to cover the cargo, but without suc-

cess. The shippers are Francis Macdonald and Co., of the city of New York; and Mr. James Hutchison, also of New York, deposed before the British consul, that "the goods specified in the annexed bills of lading were shipped on board the schooner Crenshaw, for, and on account of, subjects of Her Britannic Majesty, and that the said goods are wholly and *bonâ fide* the property of British subjects." No British subject is named in the deposition, and no person is therefore entitled to claim under it. Further: even admitting the goods to have been purchased on British account, the shipper has not divested himself of the possession by a proper consignment, under a proper bill of lading. The property is consigned to the *order of the shipper*, which leaves it entirely under his control; and it having left the port of New York as his property, the title cannot be changed while the property is *in transitu*.

As to the first point—to wit, the failure to point out some particular British owner of the property—see 3rd Phillimore 596, to the following effect:—"If in the ship's papers, property, in a voyage from an enemy's port, be described 'for neutral account,' this is such a general mode as points to no designation whatever; and under such a description, no person can say that the cargo belongs to him, or can entitle himself to the possession of it as his property," &c.

And as to the second point—to wit, the failure on the part of the shipper to divest himself of the title and control of the property by a proper bill of lading—see 3rd Phillimore 610-12, as follows, viz.: "In ordinary shipments of goods, unaffected by the foregoing principles, the question of proprietary interest often turns on minute circumstances and distinctions, the general principle being, that if they are going for account of the shipper, or subject *to his*

order or control, the property is not divested *in transitu*," &c.

Monday, October 27th.—Another gale of wind! In the mid-watch last night the barometer commenced falling, and by 3 this afternoon it had gone down to 29·33, where it remained stationary for a time, and then began to rise slowly, being at 29·45 at 8 P.M. The wind began to blow freshly from the south, and hauled gradually to the westward, the barometer commencing to rise when the wind was about W.S.W. In the early part of the gale we had the weather very thick, with heavy squalls of rain, clearing about nightfall, with the wind from the W.S.W.

In the midst of a heavy squall of wind and rain, and with a heavy sea on, we discovered a brig close aboard of us, on our weather quarter; but as we were on opposite tacks we soon increased our distance from

each other. Wore ship, and hove to, under close-reefed topsails on the starboard tack. Being about a degree to the southward of St. George's Bank, got a cast of the lead at 7 P.M., with no bottom at eighty-five fathoms. Lat. 39.47 N., Long. 68.06 W., a little over two hundred miles from New York.

Tuesday, October 28th.—Weather cloudy; wind light from the north, hauling to the eastward. The heavy sea, from the effects of the gale yesterday, continued all day rolling and tumbling us about, and keeping the deck flooded with water. In the morning watch descried a brig running off to the southward. She being some distance off, and running in the wrong direction, we did not chase. Soon afterwards another sail was reported to the westward, standing in our direction; shaped a course to head her off, and at 11 A.M., having approached her within half a mile, hoisted the English blue. The stranger showing United States

colours, we hoisted our own, and hove him to with a gun. Brought the master on board with his papers, and finding the cargo condemnable, got the crew on board, fired the ship, and filled away on our course.

The prize proved to be the barque Lauretta, of Boston, from New York, for Madeira and the Mediterranean. Received papers as late as the 24th. The intelligence of our captures (as late as the Brilliant) seems to have created great alarm for the safety of commerce in New York.

CASE OF THE LAURETTA.

This ship being under American colours, with an American (U.S.) register, no question arises as to the ship. There are two shippers of the cargo, Messrs. Chamberlain, Phelps, and Co., and Mr. H. J. Burden, both houses of New York City. Chamberlain, Phelps, and Co. ship 1424 barrels of flour, and a lot of pipe-staves, to be delivered

at Gibraltar or Messina, to their own order; and 225 kegs of nails to be delivered at Messina, to Mariano Castarelli. The bill of lading for the flour and staves has the following indorsement, sworn to before a notary: "State, city and county of New York: Louis Contencin being duly sworn, says, that he is a clerk with Chamberlain, Phelps, and Co., and that part of the maize in the within bill of lading, is the property of subjects of the King of Italy. This certificate is of no force or effect for its generality; it points to no one as the owner of the merchandise, and no person could claim it under the certificate. See 3rd Phillimore, 596. Farther: the property is consigned to the *order* of the shipper. The title, therefore, remains in him, and cannot be divested *in transitu.* See 3rd Phillimore, 610-12. The contingent destination of this property, too, shows that it was property for a market. It was to be delivered either

at Gibraltar or Messina, as the shipper might determine—probably on advices by steamer, before the ship should reach her destination. She was to stop, as we have seen, at Madeira, which would give ample time for the decision.

The bill of lading for the 225 kegs of nails has a similar indorsement, except that it is asserted that the whole of the property belongs to subjects of the King of Italy. It is not sworn that the property belongs to Castarelli, the consignee, and for aught that appears, Castarelli is the agent of the shipper to receive this consignment on his, the shipper's, account. The presumption being, that notwithstanding a consignment in due form by an enemy shipper, to a neutral, the property is enemy's property, until the contrary be shown. The consignment alone does not show the property to be vested in Castarelli, and the certificate does not indicate him as the owner. Although Castarelli

could demand possession of the goods, under this consignment, he could not claim to hold them as his property under the certificate. There is, therefore, no evidence to show that he is not the mere agent of the shipper. What renders this consideration still more clear is, that if the goods had really belonged to Castarelli, it would have been so stated in the certificate. Why say that the goods belonged to "subjects of the King of Italy," when the consignee was the real owner?

The property shipped by H. Jas. Burden, consists of 998 barrels of flour and 290 boxes of herrings, and is consigned to Charles B. Blandy, Esq., at Funchal, Madeira. The shipper, H. J. Burden, makes the following affidavit before the British consul in New York, to wit: "That all and singular the goods specified in the annexed bill of lading, were shipped by *H. J. Burden*, in the barque Lauretta, for and on account

of *H. J. Burden*, subject of Her Britannic Majesty." Now, Burden may be a very good subject of Her Britannic Majesty, but he describes himself as of 42, Beaver Street, New York, and seems to lose sight of the fact that his domicile for the purposes of trade in the enemy's country makes him an enemy, *quoad* all his transactions in that country. Further: if the H. J. Burden, the shipper, is not one and the same person with the H. J. Burden for whom the property is claimed, then there is nothing in the papers to show that property is vested in the latter, since it is not consigned to him, nor is it shown that the consignee, Charles B. Blandy, Esq., is his agent. The presumption, in the absence of proof, is, that the consignee is the agent of the shipper.

Wednesday, October 29th.— * * * *

At 10 A.M. hove-to; let down the propeller,

and put the ship under steam. Chased and overhauled a Dutch barque, and towards nightfall came up with the United States brigantine, Baron de Custine, from Bangor, with lumber for Cardenas. The vessel being old, and of little value, I released her on ransom bond, and converted her into a cartel, sending some forty-five prisoners on board of her, the crews of the last three ships burned.

CHAPTER XVIII.

Disappointment—Out of the track—The Levi Starbuck—Fresh vegetables—News—The other side of the case—Kindness repaid—The T. B. Wales—A family—Volunteers—In man-of-war trim.

THE month of October went out as it came in with severe and blustering weather. The Alabama was still upwards of two hundred miles from New York, and it seemed as though a change would become necessary in her plans. Ever since starting upon his adventurous cruise, it had been a favourite scheme with Captain Semmes to make his appearance off this the very chief of the enemy's ports, and, if not strong enough actually to threaten the place itself, at all events to make a few captures within sight of the capital city of the North. It had

been, therefore, a special disappointment to find himself baffled by a continued succession of hostile winds and contrary currents; and even the brilliant success that had thus far attended him in the capture of twenty-one vessels and the destruction of property to very nearly a million of dollars, seemed hardly to compensate for the failure of his pet project.

It was fast becoming evident, however, that the scheme for putting in an appearance off New York must be abandoned, at all events for the present; and on the 30th October the chief engineer was consulted as to the amount of coal remaining in the bunkers. The report was unfavourable. Four days' fuel only was left; and it was clear that even had the vessel been nearer than she was to her intended cruising ground, this would have been rather a short supply with which to venture on so dangerous an experiment. Reluctantly,

therefore, the scheme was relinquished, the fires let down, propeller hoisted up again, and sail made to the southward and eastward *en route* for the coal depôt.

The ship was now out of the track of commerce, and for some time scarcely a vessel was seen. The 2nd November, however, brought a prize in the shape of the ship Levi Starbuck, five days out from New Bedford, on a whaling voyage of thirty months to the Pacific Ocean. Like all whalers, she carried a stronger crew than is common with other vessels of similar tonnage, and twenty-nine prisoners were transferred from her to the Alabama. Being bound, too, on so long a cruise, she was well furnished with all necessaries, and the captor was enabled to supply himself from her with various articles of which, by this time, and after the rough weather he had experienced, he had begun to stand somewhat sorely in need.

Not the least highly-prized among the spoils of the Levi Starbuck was a noble collection of cabbages and turnips, fresh from their native soil! These were, indeed, invaluable. The Alabama had now been upwards of seventy days at sea, and during nearly the whole of that period her crew had subsisted entirely on salted provisions. Happily, as yet no ill effects had appeared; but the fresh vegetables came most opportunely to ward off any danger of that scourge of the sailor's existence, scurvy, to which a longer confinement to salt diet must inevitably have exposed them.

Indeed, but for the consciousness of how vitally necessary a change of diet is to the health of a ship's crew, there would have been something almost ludicrous in the delight with which the men, who for the last six months, had been almost daily destroying thousands of pounds' worth of the most valuable property of every descrip-

tion, now hailed the acquisition of a sack or two of turnips and a few strings of humble cabbages. But abstinence is a wonderful quickener of apprehension; and for teaching the true value of the good things of this life, there are few recipes more effectual than a few months' voyage in the forecastle of a cruising man-of-war.

Besides the cabbages and turnips, which were so welcome forward, the Levi Starbuck contributed not a little to the comfort of the after-part of the vessel by her contribution of newspapers, which passed eagerly from hand to hand, through ward-room and steerage, affording a pleasant change from the worn-out topics of discussion that had now grown threadbare through the wear-and-tear of many a dull day and stormy night. The Starbuck's papers brought news from Yankeeland as late as the 28th October, and not the least important item was that which told of the excitement occasioned among the enemy by the little craft

whose officers were now jesting merrily over the consternation she had raised, and the energetic measures that were being taken for her destruction.

It was certainly not a little amusing to read in the angry columns of Yankee newspapers, the magnificently-exaggerated accounts of the depredations of the dreaded Confederate "pirate." It was difficult sometimes to recognise the events referred to under the gorgeous embellishments with which they were invested. Occasionally, too, an exclamation of disgust would be heard from some officer, more excited or less philosophic than his comrades, as with his head half-buried in some broad, ill-printed, vilely-smelling sheet he would declaim from its columns, for the edification of the mess, paragraph after paragraph of abuse of the vessel and her officers, and withering denunciations of the barbarity with which their unfortunate prisoners were treated

while on board. Among those who thus revealed their true nature by abusing and vilifying the men who, though enemies, had endeavoured while they had them in their power to alleviate in every possible way the inevitable hardships of captivity, the master of the ship Brilliant obtained for himself an unenviable pre-eminence, by the grossness of the falsehoods with which he retaliated upon his captors for their mistaken kindness; and many a vow was registered in the ward-room and gun-room of the Alabama, that should this gentleman ever again fall into their hands, they would be wiser than to waste courtesy on one who could so little appreciate it.

The Levi Starbuck having been disposed of in the usual manner, sail was again made upon the Alabama, and on the 5th November, Bermuda, "the still vexed," was passed, though at too great a distance to sight the land.

Saturday, November 8th.— * * * In the mid-watch a sail was reported — a schooner, standing south. Wore ship (1.30 A.M.), and gave chase. Soon after daylight, the chase being some five miles dead to windward of us, a ship was discerned standing to the northward and westward. Discontinued the chase of the schooner, and gave chase to the ship. At 10 A.M., the latter having approached to within a mile of us (we having United States colours flying), hove her to with a gun, and a change of flags. Sent a boat, and brought the master on board. She proved to be the ship T. B. Wales, of Boston, from Calcutta for Boston. There being no claim of neutral property among the papers, and the master having no knowledge on the subject, except that the linseed belonged to the owner of the ship, condemned both ship and cargo. A large portion of this cargo was consigned

to Baring Brothers, Boston, including 1704 bags of saltpetre—contraband of war—which would have condemned all the property of the Barings, even if proof of ownership had been found on board, which was not the case.

We are to be embarrassed with two females and some children, the master having his wife with him, and there being also a passenger and his wife. I shall bestow them upon the ward-room, having a couple of state rooms vacated for them. Poor women! They are suffering for the sins of their wicked countrymen who are waging this murderous war upon us.

* * * *

About nightfall another sail was descried from aloft, and a light was seen after dark; but we did not get hold of the sail. Just at dark, having taken all the prisoners on board from the prize, and got her mainyard on board to replace ours, carried away in

the storm of the 16th ultimo, we set fire to her, and filled away on our course. Nine of the crew of this ship volunteered, and were shipped as part of our own crew—an acquisition more valuable than the prize herself.

Sunday, November 9th.— * * * * My *ménage* has become quite home-like with the presence of women and the merry voices of children. We have had a quiet Sabbath-day, there being nothing in sight.

For some time from this date quiet days preponderated. The Alabama was now in the region of the trade winds, but it was some time before they were fairly taken. From the 9th November, in Lat. 27.52 N., Long. 58.24 W., to the 15th November, in Lat. 21 N., Long. 57.49 W., the wind continued light and variable, sometimes even for a few hours blowing directly from the southward. On the 15th November the

N.E. trade appeared to have fairly set in, and from this time fine weather and favouring breezes became the order of the day.

Sunday, November 16th.—Beautiful clear weather, with a moderate trade from about east by south. Woollen clothes becoming uncomfortable. At 11 A.M. mustered the crew, and inspected the ship. A quiet Sabbath-day, with nothing in sight. Our ship begins to look quite like a ship of war, —with her battery in fine order, her decks clean, freshly-painted outside, masts scraped, &c., &c., and the crew well-disciplined. Thus far I have never seen a better disposed or more orderly crew. They have come very kindly into the traces.

Monday, November 17th.— * * * Running before the wind, with studding-sails set on both sides. At 2 P.M. made the island of Dominica, half a point on the starboard bow.

CHAPTER XIX.

Martinique—News from home—Friendly greetings—Mutiny!—Order restored—The San Jacinto—Neutrality of the port invaded—Prompt measures—Expectation—Ready for action—Success—Locking an empty stable—Temptation—The Clara L. Sparks—Refitting—A court-martial—Dismissed.

THE 18th November saw Captain Semmes again off Martinique, which he had visited in the Sumter just twelve months before. Making the north end of the island at about 4 A.M., the propeller was lowered and steam got up, the day breaking just as the Alabama's screw began to revolve. At 10 A.M., having run past St. Pierre, she anchored in the harbour of Fort de France.

Here she found her faithful consort, the Agrippina, from whom she had parted at

Terceira on the 24th August. On her departure from that port, she had returned with all speed to Cardiff, from which she had again sailed for the rendezvous at Martinique, and was now ready with a fresh supply of coal for the Alabama, and had been awaiting her arrival just eight days. In addition to the much needed supply of coal, the Agrippina brought a small mail for the Alabama's officers, who thus received news from friends at home for the first time for more than three months.

No sooner was the anchor down than a lieutenant was sent ashore to pay the usual visit of ceremony to the Governor, carrying with him a note, informing his Excellency of the arrival of the Confederate steamer Alabama in French waters. A few hours brought a courteous reply, extending to the Alabama the hospitality of the port; and the health-officers having visited the ship, arrangements were made for laying in a

stock of provisions, and such other articles as were required after the cruise. Nor were the amenities of the Alabama's reception confined to the authorities alone. An enthusiastic greeting awaited her from almost every one; the clubs were placed at their disposal, and invitations *à discrétion* poured in from every side.

It would, perhaps, have been better for the discipline of the Alabama had the welcome extended to her crew been somewhat less cordial. Weary of their long confinement, and bent, as the sailor always seems to be on first putting into port, on a "good spree," a considerable number of her men fairly succumbed to the hospitality of the worthy islanders, a result that was not a little aggravated by the exertions of the deserter, Forrest. This man appears to have entertained a deliberate purpose of exciting a mutiny on board of the vessel, and with this object in view, managed to slip

overboard unobserved, swam to a boat, and returned on board with a quantity of spirits, which he distributed through the forecastle. The result was a disturbance, which at one time wore a serious aspect, and which, but for the energy and promptitude of the means taken to subdue it, might have had very awkward results.

The Captain of the Alabama, however, was not a man to be intimidated or taken off his guard. No sooner was the disturbance reported than the drums beat to quarters, and the sober portion of the crew were at once directed to seize the rioters. Placed in double irons, and effectively drenched with buckets of cold water by their laughing comrades, the unlucky mutineers soon came to their senses, and order was restored. The ringleader, Forrest, was then triced up in the mizen-rigging, "two hours on and two off," to await the punishment of his crimes.

The next day brought a fresh vision of the Stars and Stripes, but this time from the mizen-peak of a heavily-armed steamer, which appeared early in the morning, standing in towards the harbour. The Alabama was at once cleared for action, and, as a precautionary measure, her funds were despatched on shore for deposit in the event of the engagement which appeared likely to ensue. This, however, was not to be. The merchants, thinking evidently that Captain Semmes was in their power, and must pay their price for taking charge of his treasure, refused to have anything to do with it at a lower rate than five per cent. To this the officer in charge would not agree, and the money was again carried on board. Fortunately, as it turned out, for when the true character of the stranger came to be ascertained, he proved to be the United States steamer San Jacinto, of fourteen guns—viz., twelve 68-pounders, and two eleven-inch

shell-guns, and therefore much too heavy for the Alabama to venture on an attack. This point was but just settled when the merchants appeared alongside with an abatement in their charges for taking care of the Confederate treasure; but the chance was gone, and they were compelled to return as empty-handed as they had come.

Meanwhile, the authorities ashore had been bestirring themselves to prevent any violation of the neutrality of their port. A boat was despatched to the San Jacinto with orders either to come to an anchor, in which case she must remain in the harbour full twenty-four hours after the departure of the Alabama, or else to proceed again to sea, and cruise beyond the limits of the maritime league from the harbour. The latter alternative being preferred by the United States Captain, the San Jacinto put her helm aport, and came slowly round, returning to the prescribed distance from the shore, where

she proceeded to steam slowly backwards and forwards, in the hope of intercepting her little enemy, should the latter venture to leave her anchorage.

Pending this submission on the part of the United States cruiser to the orders of the Governor, the French gunboat Fata received instructions to get up steam, and shifting her berth, took up her position close alongside of the Alabama, fully prepared to offer her own contribution to any controversy that might arise between the two rival vessels. Her Captain and officers were very friendly, offering every assistance, and pointing out on the chart the best means of eluding the enemy, the superiority of whose size and weight put an end to all idea of a deliberate attack, though there were still some among the crew of the Alabama who could not relinquish the hope that in making their way out of the harbour an engagement might be forced upon them.

All the vigilance of the authorities, however, though extending to the prohibition of any intercourse whatever between the San Jacinto and the shore, was unable to prevent the Yankee from establishing a code of signals by which he might at once be put in possession of any movement on the part of the Confederate steamer, which he now, no doubt, fully looked on as his prize. Two of his boats were, as was afterwards discovered, on the look out during the night, and an understanding had been come to with the master of the Yankee vessel lying in the harbour to signal the Alabama's departure.

By dusk, Captain Semmes' preparations were completed; the funds, which the Martinique merchants had allowed to slip through their too-widely-opened fingers, were safely despatched on their way to Liverpool; the necessary supplies were on board; and, with decks cleared for action, all lights carefully extinguished, and all

hands at quarters, the Alabama stole quietly from her anchorage, and steamed cautiously across the harbour on her way to the open sea.

It was a period of intense anxiety as the Alabama slipped silently through the tranquil water of the harbour, each moment bringing her nearer to the powerful enemy, who, when dusk had shut him from their view, had been planted in the very centre of the entrance, eagerly looking out for the expected prize. Presently it was found that her movements were, at all events, known to the spies of the enemy, and a succession of signals from the Yankee vessel they had left at anchor were evidently intended to warn the San Jacinto of the attempted escape. Momentarily now was expected the flash of the enemy's gun, and the hoarse roar of his shot, and each crew stood by its loaded gun ready with a prompt reply. Not a word was uttered on the crowded deck, and so deep was the silence, that the low throb-

bing of the Alabama's propeller, as it revolved slowly in the water, seemed to strike on the ear with a noise like thunder. But the minutes passed by and the expected broadside never came. The straining eyes of the look-outs could see no sign of the San Jacinto. Either she had misunderstood the signals of her accomplice on shore, or by some strange fatality they had altogether escaped her; and the Alabama held on her course unmolested, until, at twenty minutes past eight, less than an hour after the start, she was considered fairly out of danger of interception.

The guns were now run in and secured, the word passed to the engineers to fire up and give her a full head of steam; the men were piped below, and the Alabama, throwing off the silence in which for the last hour she had been wrapped fore and aft, darted off merrily over the rippling waves, in the direction of the island of Blanquilla, at the rate of

fourteen knots an hour. It subsequently transpired that, notwithstanding all her vigilance and all her pre-arranged signals, the San Jacinto had been totally unaware of the escape of her agile foe, and actually remaining for four days and four nights carefully keeping guard over the stable from which the steed had cleverly stolen away.

The morning of the 21st of November found the Alabama off the Hermanas, and by 1.30 P.M. she was in sight of the island of Blanquilla, the appointed rendezvous of the Agrippina, who had already, about nine o'clock that morning, been descried on the port bow making all speed towards her destined anchorage. Here both vessels arrived in the course of the afternoon; the Alabama, which was a far swifter sailer than her merchant tender, being the first to drop anchor, and the Agrippina following her in.

As the two vessels neared the shore, a schooner was discovered at anchor in the little bay, and on the approach of the strangers she hoisted the Stars and Stripes. On being overhauled by a boat, despatched for that purpose from the Alabama, she proved to be the United States whaling schooner, Clara L. Sparks, of Provincetown; and great was the grief and astonishment of the unlucky master when the white flag of the Confederacy was discovered floating at the new comer's peak.

The temptation was great to seize her, and devote her to the flames, but Captain Semmes was anxious for nothing so much as to avoid all possible ground of complaint with regard to any infringement of neutrality. It happened, fortunately for the Clara Sparks, that a few herdsmen from Venezuela were supporting a miserable existence in the barren island off which she was anchored, and to make prize of the

vessel under these circumstances, might possibly be construed into a breach of neutral privilege. In the end, therefore, it was determined not to molest the whaler; and her master was informed, much to his relief and delight, that so soon as the Alabama's arrangements were completed, he would be free to continue his course. Meanwhile, however, it was peremptorily necessary that he should not be permitted to escape, and reward the forbearance of his captors by giving her enemy information as to her whereabout. Orders were therefore given that the master and mate of the schooner should repair every evening on board the cruiser, remaining with her till the morning, when they were again permitted to return on board, and resume their avocations.

At 8 A.M. of Saturday, the 27th November, the operation of coaling commenced, the men working in groups, which were relieved every two hours, and by nightfall

about seventy tons had been got on board. The wind was fresh enough to raise a slight sea, causing the two vessels to chafe considerably as they lay closely locked together for the purpose of transhipping the coal. But notwithstanding the breeze, the day was so hot as to deter Captain Semmes from visiting the shore, despite the inevitable longing, after a confinement on board of more than three months, to find the foot once more planted on solid ground. Some of the other officers, however, explored the island, which they found a barren place enough; the three herdsmen, who constitute the entire population of the country, maintaining themselves after a fashion, by rearing a few goats. They must, indeed, lead a life of privation, the island producing scarcely anything; and even the water supply being extremely scanty, and so brackish as to be hardly fit for human use.

Although to-day is the Sabbath—writes

Captain Semmes, in his journal of the following day—I did not consider it any violation of Christian duty to continue coaling, as we are liable to be surprised at any moment, and to have our purpose defeated.

So, too, thought the Alabama's crew, who worked cheerfully on throughout the day, completing their task by half-past eleven on the Monday morning. The Alabama had now on board about 285 tons, nearly 200 tons having been received from the Agrippina. Estimating her consumption at sixteen tons a day, which would give a moderate rate of steaming, she had, therefore, in her bunkers fuel for about eighteen days.

This important matter arranged, the next thing to be done was to send down the mainyard, which had been carried away in the cyclone, and roughly fished together, and to supply its place with the second new spar taken from the ship T. B. Wales. This

occupied the greater portion of the 25th, and Captain Semmes then proceeded to "break out" the hold, for the purpose of taking stock of his provisions, no opportunity having yet offered, since the hurried shipment of stores off Terceira, to ascertain the precise amount in hand of salted provisions, and other necessaries. Batches of liberty-men were also sent on shore to recruit themselves with a run upon *terra firma*—an amusement in which such of the officers as could be spared were but too glad to join.

Wednesday, the 26th November, saw all these arrangements completed, and the last batch of liberty-men safely on board again after their run. The Alabama was now ready for a fresh cruise, but before taking leave of Blanquilla, there was an act of justice to be done. Accordingly, that afternoon a court-martial was summoned for the trial of George Forrest, the seaman who

had originally deserted from the Sumter, and who, on his recapture, had been sentenced to serve out his time, forfeiting all pay, prize-money, &c. His present offence was that of endeavouring to incite the crew to mutiny, and of procuring with that object the liquor with which the rioters of the 18th November had been made intoxicated.

The case was clearly proved, and after some consultation judgment was passed, sentencing him to lose all prize-money, and to be dismissed the ship in disgrace. At a quarter past seven in the evening, all hands were mustered aft to hear the sentence read; and after a short but effective address from Captain Semmes, the prisoner was informed that he was now dismissed the Confederate service with the stain of infamy upon him, and bundled over the side into the boat that was to convey him to the shore.

This ceremony over, and the ship rid of the incorrigible scoundrel who had so long disgraced her, the men were dismissed, and preparations made for the Alabama's departure. She had been already preceded by the Agrippina, three of whose hands had volunteered in exchange for three from the steamer, and on the return of the boat no time was lost in getting her under way. The captain and mate of the Yankee schooner were released, and the Alabama stood out to sea under easy sail.

CHAPTER XX.

At sea again—Moulded into shape—House-cleaning—Rates of pay—A timely capture—The Parker Cook—A fix—A good night's rest—Sang-froid—Amid jessamine bowers—Looking out for a rich prize—The Mina—"In consequence of the Alabama."

THE Alabama was now on the look-out for a Californian steamer, and it was quite possible that in so doing she might run into a fight. However, should that be the case, there would be no disposition to shirk it. The vessel was already three months in commission; and though some of her crew had no doubt been originally a rough lot—the boys especially, picked up in the streets of Liverpool, being designated by Captain

Semmes as most incorrigible young rascals — three months of steady, strong-handed discipline had done wonders in reducing these rough elements to order, and making out of a set of merchant sailors, gathered here and there at random by the prospect of high pay and stirring adventure, as orderly and well-trained a crew as could be found on board many a man-of-war of twice her length of service.

All hands, then, were ready and eager for a brush with the enemy. It was necessary, of course, that the relative strength of the two ships should not be too disproportionate; but the approach of an United States ship of anything like their own force would have been hailed with delight by all on board.

Considerable excitement was occasioned when, on the second day after leaving Blanquilla, a prospect of an encounter seemed to present itself. It was still early

morning when a sail was reported on the lee bow, and soon the stranger was made out to be a large side-wheel steamer, barque-rigged, and standing towards the Alabama. She was of considerably superior size, but it was determined at least to see what she was made of; and the Alabama was luffed to the wind, while preparations were made for lowering her propeller and getting her under steam. It was soon perceived, however, that the stranger was keeping quietly on her course, without paying the slightest attention to these manœuvres; and as it was pretty certain that no enemy's ship, so greatly superior in size, would lose so tempting an opportunity, it was at once clear that she must needs be a neutral, probably some French war-steamer bound for Martinique. So the propeller was left where it was, and the Alabama slipt away again upon her course.

At nine o'clock the same morning, the

coast of Porto Rico was in sight, and a few hours afterwards the Alabama entered the Mona Passage, shortening sail as she did so to permit a barque to run up with her for the purpose of ascertaining her nationality. The barque, which proved to be English, dipped her ensign as she passed to the Stars and Stripes which were flying from the peak of the Alabama; but the compliment not being really intended for the Confederate vessel, but for her enemies, was, of course, not returned.

The Mona Passage being the regular track of United States commerce, it was looked upon as almost a certainty that at least one cruiser would be stationed for its protection. A bright look-out, therefore, was kept, and hopes again ran high of a speedy brush with the Yankees. Nothing, however, appeared; and the attention of the Alabama was for the most part devoted throughout the day to strictly domestic affairs.

To-day—says Captain Semmes, in his journal—has been a great "house-cleaning" day with the first lieutenant, who, regardless of Mona Passages, strange sails, &c., is busy with his holy-stones and sand. * * *

Gave an order to the paymaster to-day, authorizing him to pay the increased rates agreed upon with the crew off Terceira; viz.

		£	s.	Dollars.
Master-at-arms . .	per month	6	0	— 29·04
Yeoman	„	6	0	— 29·04
Ship's steward . .	„	6	0	— 29·04
Ship's corporal . .	„	5	10	— 26·62
Armorer	„	6	0	— 29.04
Ship's cook . . .	„	5	10	— 26·62
Chief boatswain's mate	„	6	0	— 29·04
Second ditto	„	5	10	— 26·62
Gunner's mate . .	„	6	0	— 29·04
Carpenter's mate .	„	6	0	— 29·04
Sailmaker's mate .	„	5	10	— 26·62
Quartermaster . .	„	5	10	— 26·62
Quarter gunners .	„	5	10	— 26·62
Coxswains . . .	„	5	10	— 26·62
Capt. of forecastle .	„	5	10	— 26·62
Capt. of top . . .	„	5	0	— 24·20
Capt. of afterguard .	„	5	0	— 24·20

		£	s.	Dollars.
Capt. of hold . . .	per month	5	0	— 24·20
Cabin steward . .	„	5	0	— 24·20
Ward-room steward	„	5	0	— 24·20
Seamen	„	4	10	— 21·78
O. seamen	„	4	0	— 19·36
Landsmen	„	3	10	— 14·94
Boys	„	2	0	— 9·68
Firemen	„	7	0	— 33·88
Trimmers	„	5	0	— 24·20

Sunday, November 30th.—Mustered and inspected the crew. At 9 A.M., sent a boat on board of a Spanish schooner twenty days from Boston, bound to the port of San Domingo. Received some newspapers by her as late as to the 13th inst. Soon afterwards another sail was discovered to leeward, beating up the coast. Ran down for her, and when within proper distance, hoisted United States colours. The stranger responded with the same; whereupon, in accordance with our usual practice, we hoisted our own colours and fired a blank cartridge. This hove her to, when we sent

a boat on board of her. She proved to be the barque Parker Cook, of and from Boston, bound to Cayes. This was a very timely capture, as we were running very short of provisions, and the prize was provision-laden. Got on board from her a quantity of pork, cheese, crackers, &c.; and at 10 P.M. illuminated the shores of San Domingo with a flambeau furnished by wicked men who would gladly see another San Domingo revolution in our unhappy country.

In the afternoon the weather became angry, and the wind blew fresh, raising a considerable sea. As we were in the bight of Samana, I felt a little uneasy about drifting too near the shore. These are some of the anxieties of a commander that his officers scarcely ever know anything about. Our prize was burned off Cape Raphael. I did not turn in until near midnight; was called two hours afterwards, upon having

run a prescribed distance; turned in again, and had just fallen comfortably asleep, when the officer of the deck came down in great haste to inform me that a large ship was standing down directly for us. We were hove-to, and as the moon had gone down, and the night was dark, I knew she must be close aboard of us. I immediately ordered the maintopsail to be filled, and hurrying on a few clothes, sprang on deck. At a glance I saw that the danger was passed, as the intruder was abaft the beam, running to leeward. Wore round and followed him.

Monday, December 1st.—A stiff trade, with squall clouds. A whirlwind passed near us. We had just time to take in the port studding-sails, which had been set in chase of the unwelcome disturber of my rest last night. The chase proved to be a Spanish hermaphrodite brig. * * * * Land in sight on the port beam, and at noon the cape just ahead.

Tuesday, December 2nd.— * * * * Running down the land. Off the Grange at noon. Last night, at ten o'clock, a sail was reported on the port quarter, nearly astern, running down before the wind like ourselves. Having lights up, and looming up large, I called all hands to quarters and cleared the ship for action, pivoting on the port side, and loading the guns. As the stranger ranged up nearly abeam of us, distant about eight hundred yards, we discovered him to be a heavy steamer, under steam, and with all studding sails set on both sides. Here was a fix! We had no steam ourselves, and our propeller was triced up!

A few minutes, however, decided our suspense. From the quiet movement of the steamer on her course, without shortening sail, or otherwise so far as we could see, making preparation for battle, it was quite evident that he was not an enemy. He was a ship of war—probably a Spaniard, bound from

San Domingo to Cuba. My first intention was to range up alongside and speak him, and for this purpose I set the foresail and topgallant sails. But we were soon left far astern, and the stranger was out of sight long before we could have gotten up steam and lowered the propeller in chase.

About 3 P.M. made the island of Tortuga. A sail reported on the starboard bow, standing across our bows on the *port* tack. Through the stupidity of the look-outs the next thing we knew was that she was off on the starboard quarter, and to windward of us, she having been on the *starboard* tack all the while! I turned in to-night, hoping to get some rest, as I had been up the greater part of last night. But after undressing, and before getting into my cot (10 P.M.), the officer of the deck came below in a great hurry to say there was a large vessel running down on us—we were hove to—which appeared to be a steamer.

Immediately ordered the officer to fill away; went on deck, and at a glance perceived that the sail was a brig running clear of us, and some distance astern.

Went below again, and this time succeeded in actually getting into bed, when I was again aroused by the announcement that a vessel, with very white canvas, was running down upon us, a little forward of our weather beam. Went on deck, filled away again, and ran on under easy sail to assist the stranger's approach. The night squally, with showers of rain, and the wind fresh. At 1.30 A.M. the stranger approached, and we spoke him. He was a small schooner —white, as almost all the West Indian schooners are—Spanish, &c. Turned in at two o'clock, and at daybreak down came intelligence again that there were two sail in sight, and at 7 A.M., one of them being within signal distance, I had again to turn out. This night will serve as a specimen

of a great many spent by me in my cruises.

Wednesday, December 3rd. — We are cruising to-day, with the weather very fine and clear, in the passage between San Domingo and Cuba. Caused two neutral vessels to show their colours, and at noon squared away for the east end of Cuba. Where can all the enemy's cruisers be, that the important passages we have lately passed through are all left unguarded? They are off, I suppose, in chase of the Alabama!

At 10 P.M. a barque, having come quite near us in the bright moonlight, we fired a blank cartridge to heave him to, and wore ship. As he disregarded our signal, I directed a round shot to be fired at him above his hull. This had the desired effect, our shot passing—as we learned from him afterwards—between his forestay and foremast. He proved to be the French barque, Feu Sacré, from Port au Prince to Fal-

mouth.* When asked why he did not heave to at the first shot, he replied that he was a Frenchman, and was not at war with anybody! * * * At midnight made the light on Cape Maise.

Thursday, December 4th.— * * * * Standing off and on Cape Maise, waiting for our Californian friend, who should have left Aspinwall on the 1st, and should pass this point to-day or to-night. Fires banked, so as to give us steam at a short notice. Several sail passing during the day. Exercised the crew at the battery at sunset. A beautiful bright night, with the wind somewhat too fresh from the N.E. Lying to off Cape Maise. Everybody on the tiptoe of excitement, and a good many volunteer look-outs. As for myself, having

* From the boarding officer's memoranda it appears that the master of this vessel protested vehemently against being annoyed by United States vessels—the Alabama passing in this case as the United States ship Wyoming.

put the ship in the right position, I turned in at 10 P.M., giving orders not to call me for a sail-ship, and got a good night's rest, of which I stood very much in need.

Friday, December 5th.—A very fine morning, with highly-transparent atmosphere. The west side of Haiti visible, though distant ninety miles. On this fine balmy morning I enjoyed exceedingly the cheerful notes of our canary. This is a little prisoner made on board one of the whalers; and sometimes at early morning I fancy myself amid "jessamine bowers," inhaling the fragrance of flowers and listening to the notes of the wild songsters so common in our dear Southern land. May God speedily clear it of the wicked, fanatical hordes that are now desolating it under pretence of liberty and free government!

If the Californian steamers still take this route, the steamer of the 1st must have been delayed, otherwise she should have

passed us last night. Several sail in sight, but I cannot yet leave my station to overhaul them, lest my principal object should be defeated. At noon, a schooner would insist on stumbling right into my path, without the necessity of a chase. I brought her to, and she proved to be United States property. She was the Nina, of and from Baltimore, for Port Maria, on the north side of Jamaica. Her cargo being English, I released her on a ransom bond for 15,000 dollars. She was of ninety tons, and thirteen years old. Kept her by me until sunset, and then permitted her to depart, having sent on board her the prisoners from the barque Parker Cook.

Our hopes of capturing a Californian steamer were considerably damped by the intelligence given us by the mate of this schooner, that these steamers no longer ran this route, but that the outward bound took the Mona Passage (?), and the homeward

bound the Florida gulf passage. Still, I will wait a day or two longer to make sure that I have not been deceived.

Saturday, December 6th.— * * * * At 9 A.M. hoisted the propeller, and made sail to the northward and eastward. The outward-bound Californian steamer is due off the Cape to-day, if she takes this route at all; I will therefore keep the Cape in sight all day. I glean the following paragraph from a New York letter, published in a file of the *Baltimore Sun*, received from the schooner Mina:—

"The shipments of grain from this port during the past week have been almost entirely in foreign bottoms, the American flag being for the moment in disfavour in consequence of the raid of the rebel steamer Alabama!"

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